THE MOTORCYCLE ENTHUSIAST'S WEEKLY NEWSPAPER VOLUME V NUMBER 32 September 5, 1968

CYCLE NEWS

WEST 25¢

FEATURING: *Encinitas Charity Moto-Cross* *Orange Co. Road Races* *T-Town TT Inaugural* *Two Class A Speedway Events* *Scramblin' Around Nevada State Championship Hare Scrambles*

MUSKEGON NAT'L CHAMPIONSHIP HILLCLIMB

Story and Photos by Charles Clayton

NEW LOOK ON THE INCLINE

When you think you've seen all there is to behold in the marvelous world of motorcycle racing, pack up your parasol and take a trip to Muskegon, Michigan. There look for a mountain named Garfield that juts out of the otherwise flat Lake Michigan shore and wait on its eastern slope for the once-a-year gathering of the greatest incline artists in the world.

Excited hillclimb enthusiast grits his teeth as he attempts to get it up and over.

Just about ten thousand spectators turned out for the spectacle this year, including a couple hundred of the "dregs of the earth," as announcer Dick Pearson called them. The dregs made a shambles of the Muskegon National in 1966, only this year the club was ready for anything. Faced with $3,700 worth of special police armed with riot guns, the dregs departed at midday, apparently convinced that for them, the hillclimb was a "bad trip."

The trip was worthwhile, however, for the professional hillclimbers, who were racing for a $4,000 purse, plus the National title.

For the rest of us it was a wonder and a revelation. First the Amateur class, limited to 45 cubic inches of displacement, attacked the incline, led by local favorite Jack Taylor on a "Snell Special" built by dealer-club president Jim Snell, which broke the string in 7.92 seconds.

Each of the 15 Amateurs and 13 Experts were entitled to three shots at the slope. Taylor still had one ride left when he was declared the winner.

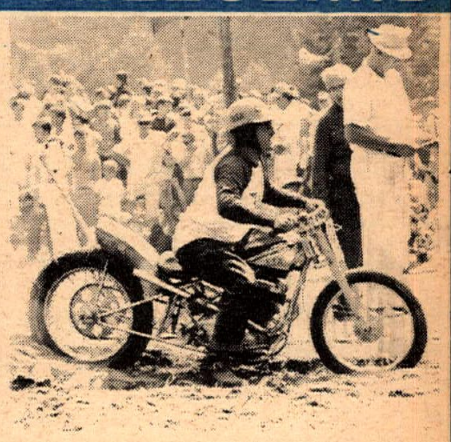
Over-exuberant slope speedster caught just prior to his departure from machine.

The only man who bettered Taylor's time was Earl Bowlby, BSA dealer from Ohio, who was the first Expert to attack the incline. In a ride so quick and smooth it took your breath away, Earl shot straight up Mt. Garfield on his fuel-burning BSA twin to set a goal of 7.87 seconds for the other Experts to shoot for.

Quick Get Rich

Nobody else broke seven all day, and so, for one ride of 320 feet, Earl Bowlby collected top prize of $1,000. The soft-spoken, 34-year-old Ohioan says he plans to spend his prize "on making my cycle go faster." He tells us that hillclimbing success "depends about equally on three things: Luck, horsepower and rider." Bowlby's BSA cranks out an estimated 100 horsepower.

Down on luck, but well supplied with the other two factors were runners-up Louis Gerencer from Elkhart, Indiana and Jim Snell. Fifty-seven-year-old Earl



BSA rider gives ominious stare at hill.

"The Man" was there to take care of "The Element."

(Continued on page 7)

NEWSPAPER

CYCLE NEWS
6477 North Long Beach Boulevard
Long Beach, California 90805

NATIONAL CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

AMA NATIONAL SCHEDULE

AUGUST 16-PROFESSIONAL SHORT TRACK

CHAMPIONSHIP Santa Fe Enterprises, 9100 S. Wolf Rd., Hinsdale, Ill. – Santa Fe Speedway – Entries from AMA or District Referee. Entries close July 26.

AUGUST 18–20 LAP TT NATIONAL CHAMPIONSHIP

Peoria, M.C., 1212 S. Jefferson, Peoria, Ill. – Entries from AMA or District Referee. Entries close July 28.

AUGUST 25 – 15 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK (1 mile) Scanlan's Promotions, Inc., 3001 N. 9th St., St. Joseph, Mo. – State Fairgrounds –Entries from AMA or District Referee. Entries Close Aug. 4.

SEPTEMBER 1–14 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Bob Barkhimer Associates, Inc., 50 Mt. Herman Rd., Santa Cruz, Calif. – San Jose track –Entries from AMA or District Referee. Entries Close Aug. 11.

SEPTEMBER 8–11 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Robert M. Day, 277 Paul Ave., Salinas, Calif.–California Rodeo grounds–Entries from AMA or District Referee. Entries Close Aug. 18.

SEPT. 15 – 25 MILE NATIONAL

Championship at Calif. State Fairgrounds 1-mile dirt track, Sacramento, Cal. Promoted by J.C. Agajanian, $10,000 purse, time trials 12 noon, races 2:30 p.m. Entries from AMA or Dist. Referee, entries close Aug. 25.

SEPT. 15 – 150 MILE NATIONAL

CHAMPIONSHIP ENDURANCE RUN Schuyler County MC, Rd 1, Cayuta, N.Y. –Schuyler & Tompkins Counties–Entries from AMA or promoting club.

SEPT. 21-22–500 MILE NATIONAL

CHAMPIONSHIP ENDURANCE RUN Lansing MC, P.O. Box 1293, Lansing, Mich.-Entries from AMA or promoting club.

SEPT. 29 – 9 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Mar-Car, Inc., Box 75213, Oklahoma City, Okla. 73107–Entries from AMA or District Referee. Entries Close Sept. 8.

SEPT. 29 – 135 MILE NATIONAL

CHAMPIONSHIP ENDURANCE RUN Meteor MC, 1124 Kaighn Ave., Camden, N.J.–Southern New Jersey–Entries from AMA or promoting club.

EVERY WEDNESDAY NIGHT

QUARTER-MILE FLATTRACK RACING at Orange Co. Speedway, ACA sanc. Santa Ana Fwy. to Laguna Cyn. offramp, left at 1st st., Valencia, 2 mi. to track. 125-250-Open classes, 40% purse, pits close 8 p.m. For info call (714) 528-4290.

SPORTSMAN TT RACES at Orange Co. Speedway, ACA sanc. Santa Ana Fwy. to Laguna Cyn. offramp, left at 1st st., Valencia, 2 mi. to track. All classes, runs in conjunction with flattrack, pits close 8 p.m. For info call (714) 528-4290.

EVERY THURSDAY NIGHT

SPORTSMAN TT RACES at Trojan Raceway, located corner Long Beach Fwy. & Firestone Blvd. Firestone to Garfield, so. on Garfield, west on Southern to track. Any affil. okay.

EVERY FRIDAY NIGHT

AMA PROFESSIONAL FLATTRACK HALF-MILE RACES at Ascot Park, 183rd & Vermont, Gardena, Calif., promoted by J.C. Agajanian. For info call (213) DA 3-5055.

QUARTER-MILE SPORTSMAN SHORT TRACK co-sponsored by Ft. Sutter & Sacramento Trackers M.C.'s at Sacramento Nat'l Raceway, Sacramento, Cal. Take Jackson Rd. or Hwy 16 to Excelsior, no. 1/2 mi.

3-STAR PROFESSIONAL TT RACE by Oregon Sidewinders M.C. so. of Portland, Ore. on SE Lawnfield Rd. near Clackamas, Ore. For info contact Sidewinders, Rt. 3, Box 290-C, Oregon City, Ore.

EVERY SATURDAY NIGHT

CLASS A SPEEDWAY RACING at Whiteman Stadium, 12850 Pierce St. to San Fernando Rd., Pacoima, Cal. Races 8 p.m., $2.50 adults, $1.50 under 12, free under 6. Free parking. For info contact Criswell Enterprises, 12130 Sherman Way, No. Hollywood, Cal. (213) 983-1617.

TT RACING under the lights at Elsinore Race Track. Just off Hwy. 71, east of Perris, Calif. turnoff. Sportsman trophies for all classes.

3-STAR PROFESSIONAL TT RACE by Mt. Baker M.C. at Bellingham, Wash. AMA sanc. For info contact Mt. Baker M.C., 600 DuPont, Bellingham, Wash. 98225.

TT SCRAMBLES RACING each and every Sat. night through the summer. Limited amount of riders is 150. Perris M.C. Recreation Center, Perris, Calif.

SPORTSMAN SHORT TRACK RACING at Cycle-Land Speedway, 14 miles south of Chico, Calif., presented by the Valley M.C. For info call Dick McAfee at 877-3395 in Paradise, Calif.

EVERY OTHER SATURDAY

ROAD RACE SCHOOL at Whiteman Air Park, 12030 Pierce St., Pacoima (corner Pierce St. and San Fernando Rd.). Street bike preferably, 9 a.m. start, $10 per student. For info call Bob Braverman at (213) 785-2421.

1st SAT. NIGHT OF EACH MONTH

AMA PROFESSIONAL TT STEEPLECHASE RACES at Ascot Park, 183rd & Vermont, Gardena, Cal., promoted by J.C. Agajanian. For info call (213) DA 3-5055.

EVERY SUNDAY

CLASS A SPEEDWAY RACING at Trojan Raceway, corner Long Beach Fwy. & Firestone Blvd. Firestone to Garfield, so. on Garfield, west on Southern to track. Gates open 5 p.m., race 7 p.m. 40% purse. Phone: (213) 923-7115.

ONE-DAY MOTORCYCLE TOURS starting at 10 a.m. from Roehr Bros. Sportcycle Center, 317 N. Victory Blvd. (between Magnolia and Olive), Burbank, Cal. For info call (213) 842-4847.

FRIDAY, AUGUST 16th

PROSPECTORS ENDURO AND HARE SCRAMBLES TROPHY PRESENTATION will be held at V.F.W. Hall, 1822 W. 162 St., Gardena, Cal. 7:30 p.m.

SATURDAY, AUGUST 17th

QUARTER-MILE SCRAMBLES by Sacramento Trackers M.C. at Sacramento Nat'l Raceway, Sacramento, Cal. Signup 6 p.m., race 8 p.m. For info (916) 922-3034.

SUNDAY, AUGUST 18th

1/4-MILE TT SCRAMBLES by Feather River M.C. at Triple M Speedway, Marysville, Cal. AMA sanc., for more info call (916) 742-7785.

1st ANNUAL PACIFIC TRIALS CHAMPIONSHIP at John Wickett San Mateo Co. M/C Park, west of Redwood City, Cal. Limed from Skyline Bl. & Kings Mtn. Rd. For info contact Pacific Int'l Trials Society, Box 2272, Menlo Park, Cal. 94025.

6th ANNUAL POT OF GOLD RUN by Calif. Rainbows M.C. RRC pt. run. Call (213) 430-5890 for info.

NAT'L CHAMPIONSHIP GRAND PRIX ROAD RACE by Int'l Sport Cycle Expositions at Vaca Valley Raceway, Vacaville, Cal., so. of Sacramento off Hwy. 80. $1000 total purse. For info contact AFM, 4810 Daisy St., Oakland, Cal. 91649

SPORTSMAN ROAD RACES presented by Southwest M/C Racing Assn. at Odessa, Texas. For info contact Races, 2507 T.C.U. Ave., San Angelo, Tex. 76901. (915) 949-1030.

SCRAMBLES by Los Gatos M.C. at Uvas Dam, Hall Ranch, Gilroy Cal. Limed from Hwy. 101, AMA sanc., signup 8:30-11, race noon.

1st PIONEER TOWN EUROPEAN SCRAMBLES by Coachella Valley M.C., limed from Yucca Valley, Cal. AMA sanc. Dist. 37 pt. run. For info contact Coachella Valley M.C., 71-306 Hwy. 111, Rancho Mirage, Cal. 92270.

HEART FUND BENEFIT POKER RUN by Oxnard M.C. Signin 8-9:30 a.m. at Oxnard M.C. Clubhouse, 4684 S. Saviers Rd., Oxnard, Cal. For info call (805) 487-4080 after 5 p.m. or write club at P.O. Box 1094, Oxnard, Cal. 93030.

ACA MOTO-CROSS at Saddleback Park, Cal. Jr. & Sr. 100-Open, pits open 8:30 a.m., race 11:30 a.m.

SCRAMBLES by Slo-Pokes M.C. at Santa Maria Speedway, Santa Maria, Cal. AMA sanc., noon start. Limed from Hwy. 101 Bakersfield exit (Hwy. 166 East). More info: Box 2177, Orcutt, Cal. or (805) WE 7-5836.

TT SCRAMBLES by Desert Phantoms M.C. at Adelanto, Cal. track on Hwy. 395. AMA sanc., Dist. 37 pts. (213) 927-3860.

TIJUANA TT RACES at Tijuana Speedway, Tijuana, Mex. Open 9 a.m., race noon. For info write Carlos Iribe, P.O. Box 2579, San Ysidro, Cal. 92023.

AUGUST 18th THROUGH 24th

BONNEVILLE SPEED TRIALS at Bonneville Sat Flats. For more info contact Earl Flanders, 200 W. Walnut, Pasadena, Cal. 91103, (213) 681-6451. Post entries available.

SATURDAY, AUGUST 24th

JACK RABBITS M.C. TROPHY PRESENTATION for July 4 scrambles & July 21 European Scrambles at clubhouse, 9141 E. Compton, Bellflower, Cal. Free refreshments, 8 p.m. For info call Pete at (213) 869-0600.

1/4-MILE SHORT TRACK RACES by Placerville M.C. at El Dorado Fairgrounds, Placerville, Cal. AMA sanc., $750 purse. Signup, prac. 5-7:30 p.m., race 8. Call Bob Amburn (916) 622-0549 for info.

SAT, & SUN., AUG. 24th & 25th

WESTERN CANADIAN CHAMPIONSHIP ROAD RACES presented by Westwood M/C Racing Club at Port Coquitlam, B.C., Canada. For info contact club at Box 91, S. Burnaby, B.C., Canada.

SUNDAY, AUGUST 25th

SPORTSMAN SCRAMBLES by Lucky Spokes M.C., Brush Prairie, Wash. AMA sanc. & pts. For info write club at P.O. Box 77 Brush Prairie, Wash. 98606.

MOTO-CROSS at Carlsbad, Cal. by Calif. Moto-Cross Club. Mail entry $5.00, post entry $10.00. Mail to P.O. Box 124, Reseda, Cal. 91335. Close Aug. 20. AFM Nat'l pts.

SPORTSMAN TT SCRAMBLES by Mesa M.C. at Mesa Speedway, AMA sanc. Prac. 10 a.m., race noon. Take Main St. turnoff from Interstate #5 at Chula Vista, Cal. Follow lime, just east of Brown Field.

EUROPEAN SCRAMBLES by Spoke Benders M.C., AMA sanc., Dist. 37 pts., 9 a.m. start, approx. 3 mi. no. of Mojave, Cal. on Hwy. 58. Write club at P.O. Box 296, Lawndale, Cal. 90260 for more info.

7th ANNUAL SCRAMBLES by Salinas Ramblers M.C. & Salinas Elks Lodge, AMA sanc. Calif. Rodeo Grounds, No. Main St., Salinas, Cal. Gates open 7 a.m., signup ends 10:30 a.m.

SAMMY MILLER TRIALS by So. Cal. Trials Assoc. Am. 9 a.m., Exp. & Mast. 1 p.m. Saddleback Park in Orange Co. (213) 370-8491.

PERRIS TT RACE by Viewfinders M.C. at Perris, Cal. Dist. 37 pt. run. Signup 0-250 closes 8 a.m., big bike close noon. For info write Viewfinders, P.O. Box 1672, Studio City, Ca.

THURSDAY, AUGUST 29th

AMA NOVICE & AMATEUR SHORT TRACK RACES at Antelope Valley Fairgrounds, Lancaster, Cal. Promoted by J.C. Agajanian, $600 purse. Time trials 6 p.m., race 8 p.m. For more info call (213) DA 3-5055.

ENSENADA ROAD RIDE COMING UP!

CYCLE NEWS

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CALENDAR

SATURDAY, AUGUST 31st
THREE STAR AMA PROFESSIONAL TT at Castle Rock Fairgrounds, Castle Rock, Wash. For more info contact Mt. St. Helens M.C., Box 51, Castle Rock, Wash. 98611.

SUNDAY, SEPTEMBER 1st
MOTO-CROSS at Crescent City, Cal. Starts 10 a.m., for info call 464-4871 in Crescent City.

AFM NATIONAL ROAD RACE at Orange County Int'l. Raceway. To be held on new course. For further info call John Mc Gillivray at (213) 222-1303.

SUN. & MON., SEPT. 1 & 2nd
HILLCLIMB & SCRAMBLES by Nevada Trailblazers M.C., Reno, Nev. Hillclimb Sat., signup 8, start 10 a.m., take U.S. 395 so. 10 mi. to Virginia City turnoff Hwy. 17, follow lime. Sun. scrambles signup 8 a.m., race noon, follow lime from U.S. 40 & 395 in Reno. Write P.O. Box 6075, Reno, Nev. 89503 for info.

MONDAY, SEPTEMBER 2nd
3-STAR PROFESSIONAL TT RACE by Oregon Sidewinders M.C., so. of Portland, Ore. on SE Lawnfield Rd. near Clackamas, Ore. 6 p.m. For info contact Sidewinders, Rt. 3, Box 290-C, Oregon City, Ore.

27-MILE PONDEROSA HARE SCRAMBLES by Greyhounds M.C. at Ponderosa, Cal. Call (213) 367-2907 for info.

SUNDAY, SEPTEMBER 8th
ENGLISH TRIALS presented by Ground Shakers M.C. at Las Vegas, Nev. For info call (702) 384-3024.

50-MILE "RUFF" SCRAMBLES by Sage-Hoppers M.C. at Encinitas, Cal. AMA sanc., prac. 9 a.m. Limed from Interstate 5 & Encinitas Bl. For info call Bob Gooding (714) 753-2907.

SUNDAY, SEPTEMBER 15th
HARE & HOUND by Antelope Ramblers M.C., Dist. 37 AMA pt. run. Limed from Red Rock Canyon, Cal. 10 a.m. start. For info call 787-7361.

TT SCRAMBLES presented by Hill & Gulley Riders M.C. in Las Vegas, Nev. For info call (702) 384-3024.

SCRAMBLES by Slo-Pokes M.C. at Santa Maria Speedway, Santa Maria, Cal. AMA sanc., noon start. Limed from Hwy. 101 Bakersfield exit (Hwy. 166 East). More info: Box 2177, Orcutt, Cal. or (805) WE 7-5836.

POKER RUN by Roamin' Wheels M.C. of Pacifica, Cal. AMA sanc. Starts from Mustache's Pizza Parlor, on Skyline in San Bruno, Cal. at 9 a.m. For info call Dave Mori at (415) 359-5880.

SAT. & SUN., SEPT. 21 & 22nd
1st ANNUAL 100cc TT GRAND PRIX by Experts M.C. of San Diego at Mesa Speedway. Info from Experts M.C., 215 Paden Dr., Spring Valley, Cal. or Earl Roloff at (714) 479-3209.

SUNDAY, SEPTEMBER 22nd
MOTO-CROSS at Carlsbad, Cal. by Calif. Moto-Cross Club. Mail entry $5.00, post entry $10. Mail to P.O. Box 124, Reseda, Cal. 91335. Close Sept. 18. AFM Nat'l pts.

SAT. & SUN., OCT. 5 & 6th
4th ANNUAL INDIO M/C TOUR by Pacific Coasters M.C. AMA 1968 Tour Awards, 125 trophies, for info contact local H-D dealer or write Pacific Coasters M.C., 4502 Gila Ave., San Diego, Cal. 92117.

SUNDAY, OCTOBER 6th
ANNUAL CACTUS DERBY by Riverside Bombers M.C., AMA sanc., 7:01 a.m. start, 8 mi. so. of Barstow, Cal. take Central Barstow offramp. Mail $5.00 entry to Gene Lindley, Box 1002, Cherry Valley, Cal. 92223. Close Sept. 22, post $7.00.

SUNDAY, NOVEMBER 3rd
2nd ANNUAL "MONSTER RUN" by world renowned Kern Co. Trailblazers M.C., somewhere in the scenic wilderness of Kern Co. Details later.

NOVEMBER 4th THROUGH 7th
MEXICAN 1000 ENSENADA TO LA PAZ RUN entries now being accepted. Contact NORRA, Inc., 19720 Ventura Bl., Woodland Hill, Cal. (213) 883-4140.

MORE AMA NAT'LS

OCT. 6 – 100 MILE NATIONAL
CHAMPIONSHIP ENDURANCE RUN Chautauqua Lake Cyclists MC, Cowing Rd. RD #4, Jamestown, N.Y.—Busti, N.Y. Entries from AMA or promoting club.

OCT. 12 – 8 MILE NATIONAL
J.C. Agajanian Enterprises, P.O. Box 98, Gardena, Calif.—Ascot—Entries from AMA or District Referee. Entries Close Sept. 21.

OCT. 13–145 MILE NATIONAL
CHAMPIONSHIP ENDURANCE RUN Midwest Enduro Team, 3110 Ringer Rd., St. Louis, Mo. 63125—Old Mines, Missouri – Entries from AMA or promoting club.

OCT. – SPORTSMAN NATIONAL
CHAMPIONSHIP ROAD RACE Florida Harley-Davidson Dealers Assn., Miami, Fla.

– 160 MILE NATIONAL
CHAMPIONSHIP ENDURANCE RUN Riverside Bombers MC, Riverside, Calif.

7th ANNUAL SALINAS RAMBLERS AND ELKS CEREBRAL PALSY BENEFIT RACES

In 1962, the Salinas Ramblers M.C. of Salinas, Cal. felt the desire and need to be of some definite community service. It was their wish to associate with a sponsoring organization for the purpose of providing a charitable use for the proceeds of their motorcycle races. The Salinas BPO Elks Lodge No. 614 had the manpower and organization to sponsor such events, and first and foremost, it had as its charitable goal the aiding of cerebral palsied and other physically handicapped children.

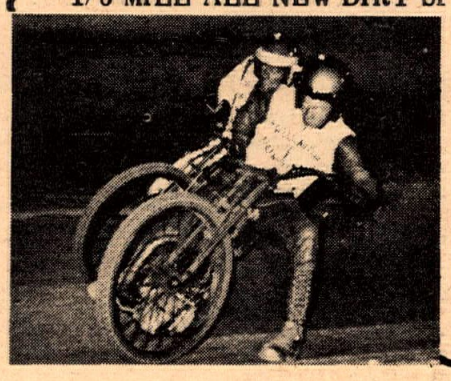
Under the co-sponsorship of the Ramblers and Elks, the first races were held in the summer of 1962, at the Sheriff's posse grounds in Salinas. The public response was so great that plans were made immediately to move the races to the California Rodeo Grounds with a seating capacity of 20,000 people. The attendance at that first event was approximately 1,500 and the net proceeds were $2,200. Since that modest beginning, races have been held annually and the attendance has increased to approximately 10,000 and the net profits to $11,165.47 in 1967. Six years of racing under the co-sponsorship has resulted in a total contribution of $33,832.20 for the benefit of cerebral palsied and other handicapped children. 100% of the net proceeds derived for the yearly one-day racing event go to this great cause.

This year's races are scheduled for Sunday, August 25, 2968, at the California Rodeo Grounds on North Main Street in Salinas. The races will commence at 11:00 a.m. and involve the participation of more than 650 riders from all over California. Time Trials take place between 7:30 to 10:30 a.m. A great added attraction to the spectators will be the rear wheel riding contest, and sidecar racing is also slated for this year's program.

NEXT WEEK IN CYCLE NEWS

★ NEBRASKA TT NATIONAL
★ TEXAS ROAD RACE
★ TOURING FEATURES

J.A.P. PROFESSIONAL
SPEEDWAY SHORT TRACK
1/6 MILE ALL NEW DIRT SPEEDWAY



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CALL 983-1617
AUGUST 17th
8:30 p.m. 40% PURSE
TOP 12 RIDERS SHARE
WHITEMAN STADIUM
12130 Pierce St., Pacoima
Take Terra Bella exit east
off Golden State Freeway

NATIONAL CHAMPIONSHIP
AFM
ROAD RACE
ORANGE COUNTY INTERNATIONAL RACEWAY
SEPT. 1st

ON THE NEW 8 TURN COURSE
TAKE TAKE SAND CANYON OFF RAMP OFF SANTA ANA FWY.
10 MILE SO. OF DISNEYLAND
ADMISSION $2.00 AFM SANCTIONED

ACA SANCTIONED **MOTO-CROSS**
AUGUST 18th
SADDLEBACK PARK

RACES START 11:30 A.M.
ALL CLASSES
JR. AND SR. 100cc THRU OPEN
CONCESSIONS - FACILITIES

MOTO-CROSS
CARLSBAD RACEWAY
PRESENTED BY
CALIFORNIA MOTO-CROSS CLUB
AUG 25
PRIZE MONEY
FOR EXPERTS CLASS COMBINED 250 THRU 500
TROPHIES FOR JUNIORS (SUPER BIG)
MAIL ENTRY $5.00 POST ENTRY $10.00
ENTRIES CLOSE AUG. 21st
ATTENTION
THESE ★ RIDERS WILL BE RIDING IN THE EVENT
JOHN DESOTO * GARY CONRAD * RON NELSON
GARY BAILEY * LARS LARSON * WALT AXTHELM
J.N. ROBERTS * PRESTON PETTY
CLASSES
EXPERT & JUNIOR 0-125 126-250 251-500 OPEN
CAMPING OK—GATES CLOSE 11:00 P.M. SATURDAY NIGHT
THE COURSE WILL BE DUST FREE * SPRINKLING SYSTEM IN AND OPERATING * ALWAYS A COOL BREEZE * 6 MILES FROM THE OCEAN.
MAIL ENTRY TO: P.O. BOX 124, RESEDA, CAL. 91335
SHOWERS NOW IN FOR RIDERS USE.
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VOICES OF THE WEST

EVANS EVENS IT UP

Regarding the Road Race of 7/21/68 at Carlsbad, California, the results listed Mike Velasco as 1st place in the 100cc Production Class. Mike Velasco's Bridgestone broke down with three laps to go and didn't complete the race and my 14-year-old son Kelly Evans was the winner.

Because of Kelly's age he felt rather bad about the results being posted improperly. I would appreciate a correction as you did for Don Emde two weeks ago.

DAVID G. EVANS
Grossmont, Calif.

("Consider it done, Mr. Evans. And thanks for informing us of your young son's rapid progress."

A THOUGHTFUL READER SPEAKS

Having just returned from Indianapolis, I have a few thoughts and observations I would like to air through your media. First of all, I don't know how I got along before I discovered your paper. Although the monthly magazines do serve a purpose, I would not trade my subscription to Cycle News for all other periodicals combined. In times past, I would be anywhere from three to six months behind on the national scene and in some instances, would never know the results.

All this leads up to a couple of gripes I have in regard to the competition scene. I attend as many Nationals as possible and that are in my range (Daytona, Louisville, Indianapolis, Peoria, Springfield in the past) and I am sure that many who attend have a problem that is similar to mine. Despite the general opinion that no one but unemployed and unwashed playboys attend these events, many of us have to be on the job each Monday morning and it is bad enough to ride 200 to 700 miles home after the race without being delayed two or three hours because of sloppy organization by the promoter. Some do a creditable job but most run one to three hours behind schedule and apparently have no regard for promptness.

Another gripe I have is the lack of publicity or information that follows the National circuit and the sport in general. You in California have no idea the desert of information in our area. The papers in our area never have one line about any events either before or the results. Ten years ago, stock car racing was about on the same level as motorcycle competition is today but the sanctioning organization did something about their situation. Why can't the AMA hire a staff or at least one or two public relation people to follow the circuit and flood the local media where an event is to be held and the wire services with interviews, pictures, history and other information. I would think the promoters would be willing to pay a higher sanction fee if they were to get something in return.

If a sport as boring and uninteresting as golf can command such a following and the status it enjoys today, the potential that motorcycle competition has is unlimited if only the AMA and the promoters could get the bush league thinking out of their mind. Some steps in the right direction have been taken but there must be some changes made and more effort put forth if our sport is ever going to achieve the status it deserves.

BILL SLOAN
Murfreesboro, Tenn.

TRIBUTE TO EVEL

This last July 6th Mr. Evel Knievel was paid a glowing tribute in Salt Lake City, Utah, where he made his first jump since the Caesar's Palace crash. Here he successfully jumped thirteen cars. The Salt Lake Motorcycle Club voted to make Mr. Knievel an honorary lifetime member of our club in view of his outstanding performance in connection with the motorcycle world. The presentation of a placque was made in front of television cameras and newspaper photographers, as Salt Lake City took Mr. Knievel to their hearts.

Knievel receives lifetime SLMC membership.

Perhaps the most outstanding feature of Evel's visit was the most fantastic gathering of bike riders in Salt Lake's history. At approximately 10:00 p.m. Mr. Knievel's Rolls Royce arrived and 100 cycles escorted Evel around Salt Lake City and then to the Kit Kat lounge for talk and refreshment.

SALT LAKE MOTORCYCLE CLUB
Larry D. Chidester, President
Salt Lake City, Utah

LOHMEYER APPRECIATED AID

This is simply a letter of "thank you" to Doc Bryce, Don Watkins and the people who assisted them in caring for me after my fall at Deadman's Point on August 4.

These men are members of the Checkers M.C. and have both shown good sportsmanship and concern for other riders. Thank you again.

KURT LOHMEYER
#50x
San Gabriel Valley, M.C.

NEEDS NATIONAL INFO

I am a regular subscriber to Cycle News and have been looking each week at the list of upcoming AMA Nationals in your Calendar of Events. To date there has been nothing mentioned of a 75-Mile National Road Race at Carlsbad. Do you have any information on whether or not this event will be scheduled this year?

One further question. Do you know when the advance sale tickets for the 8-Mile National at Ascot on October 12 will be available?

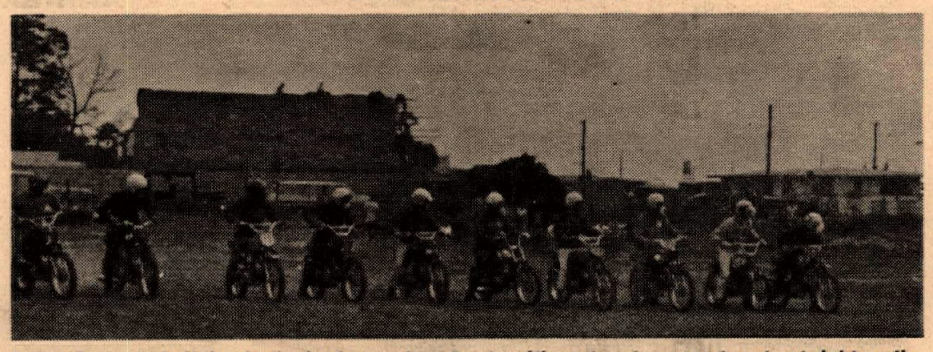
Thank you for your help. I thought you might like to know that I enjoy your paper immensely. Have even gone so far lately as to call home from work to have my wife read me the results of the various Nationals!

F.J. SURIANO
Scottsdale, Ariz.

("Glad you like Cycle News, Mr. Suriano — we like happy subscribers, too. No, there won't be a Carlsbad National this year, but advance ticket sales for the Oct. 12 8-Mile National will be available about three weeks before the race. For more information contact Agajanian Enterprises, P.O. Box 98, Gardena, Calif. 90247. Phone: (213) 321-5323.")

SUBSCRIBE to CYCLE NEWS

PHILIPPINE RACE SCENE



A thatched-roof building in the background contrasts with modern-type apartments at right as the Phillippine National 90cc class is flagged off. Californian John Frey is second from the pole.

When I was at the news stand today I picked up one of your Cycle News newspapers. I don't get one all the time but I do pick one up every once in a while.

I used to read them quite often when my son was home and riding, but since he went into the Air Force I haven't been reading as many of them as when he was home.

I enjoy your newspaper very much but I would like to see mention of some of our boys that are riding outside the United States. I know my son John is riding in the Philippines and several other of our boys are riding there also. I realize this information might be quite hard to get but I'm sure some of the clubs must keep track of their members. In my son's case he didn't belong to a club but that didn't stop him and his love for racing.

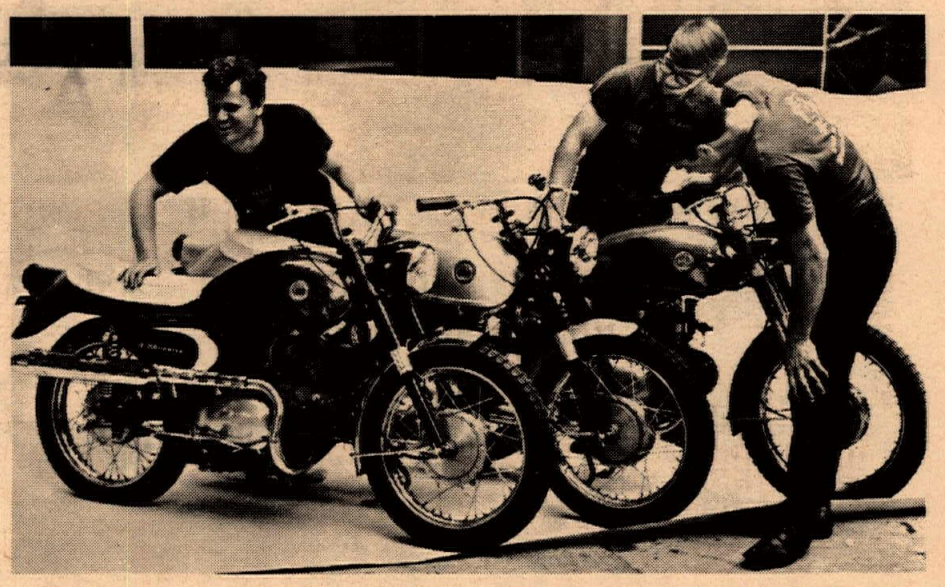
Just as a point of interest I'm enclosing a picture of the start of the Philippine National 90cc class. He also rode the 200cc class so I guess they can ride in two lightweight classes.

Sincerely,

HENRY A. FREY
Eureka, Calif.

("How about it, clubs, families and friends — can you keep us posted on racing activities of overseas servicemen?")

FIRST DEL DIABLOS POSE FOR CATALOG SHOTS



The three motorcycles shown are the first models in America with the El Diablo Street Scrambler design from Benelli now available in quantity. These models retain the best features of Benelli engineering design and now offer a racestyle tank contoured to fit the rider, and a seat with over two inches of foam. The frame curves down to form the rear fender, incorporating taillight.

These El Diablo models are a great forward step in Benelli's breakthrough from European thinking to meet the desires of the American market. These models clearly demonstrate the follow-through from the first California models to this fully-developed concept now evidenced in the 1969 line. Styling is the culmination of years of planning in the Italian motorcycling industry to introduce new motorcycling standards while maintaining their high level of engineering quality.

This styling is known as the thousand dollar styling at half the price, since the complete cycles cost this much less than Custom Styling now available in kit form from the West Coast. Kits are available for all standard Sprites, Barracudas and Cobras through any Benelli dealer at under $100.

For further information contact: Cosmopolitan Motors, Inc., 5521 Wayne Ave., Philadelphia, Pa. 19144.

WOULD YOU BELIEVE?

There's another motorcycle shop in the South Bay area? Well it's true. Bob Bailey, National Number 33, has opened his own motorcycle shop in Gardena at 17124 So. Western Ave., Bldg. #6, Calif.

He will be specializing in one-day tune-up service, custom engine rebuilding and collision repairs. The service center will be open 5 days a week, Tuesday through Saturday from 10 a.m. to 6 p.m., and features both a parts department and accessories.

For one-day tune-up service or more information call Bob Bailey's Service Center (213) 327-8538.

NECKBREAKERS CLAIM ANOTHER LIFE

By Barbara Adams Dahms

Rialto, California is a quiet, tree-lined town of 25,000 in the foothills near San Bernardino. A small park on Lilac Street provides a play area for small children, two baseball diamonds for little leaguers, trees to lie beneath, picnic tables, and a graveled drive and parking area where the local youths often ride their motorcycles.

On a pleasant July Tuesday, Bill Carter and his friends pushed his bike to start it. The engine caught, Bill jumped on and rode directly into a steel cable stretched between two steel posts. The posts are a part of a line of posts separating the parking area from the grass in front of the ball diamond. On the far side of the diamond is a similar line. Only these two posts, which spanned a distance large enough for an automobile to go through, were connected by a steel cable about forty inches above the ground. "There used to be a post in between but it was removed to move in some equipment and replaced by the cable," nearby residents reported.

Bill's windpipe and esophagus were severed by the impact and he was believed to be dead when the ambulance arrived. Heart massage revived him however, and he was taken to Community Hospital for extensive surgery. For a week he clung to life creating the desperate hope in his family and friends that he might survive. Death came on July 30. He was 18. He had ridden for two years. Both he and his brother owned motorcycles.

The cable was there by authority of the city council which administered the park. Bill's father, Ralph G. Carter, very nearly had a seat on that council. A quiet, thoughtful man, deeply concerned about community affairs, he lost his bid in a recent election by less than 100 votes.

— Photo by Barbara Dahms.

Posts between which Bill Carter rode to his death. Burn spots remain where someone, presumably an irate citizen, torched away fatal cable the day after young Carter's accident.

"There is political apathy here," he said, "Just as there is everywhere. Out of a registration of about 9,000 only about 1,500 turned out to vote in that election."

The citizens of Rialto are stunned by the tragedy. They are even more stunned because just one week earlier another local rider, Rick Welty, had run into the same cable. He ducked his head just in time and saved his neck and his life. He caught the wire across his upper lip. It took approximately 70 stitches to close the wound.

Still the cable remained between the posts.

"The report of an accident should get immediate attention," Mr. Carter said. "This wasn't only a danger to motorcyclists. Kids on bicycles, horseback riders, people walking or running... the cable was dangerous to all of them." Ralph G. Carter is more than usually concerned with youth and safety. He teaches driver education in the high school. "This was a public park where youths were using the facilities. The city fathers owe a responsibility to the youth of the community."

A year ago a similar accident occurred at nearby Colton where a wire strung across private property cost the life of another young cyclist. The victim of that accident was known to the Carters. "The man who put up that wire said later he was sorry he had put it there. He didn't intend to kill anyone." Mr. Carter said.

Still the cable remained between the posts at Lilac Park.

It's gone now. Someone came the day after Bill's accident and cut it away with a torch. "Seem's like it takes someone's death to get anything done," Mr. Carter said. "They tell me that some irate citizens who were tired of waiting for the city to remove it took it down themselves."

There probably will never be a cable between those two posts again. But there are thousands of them all over California waiting for the victim who won't see that thin steel line until it is too late, just as it is too late for Bill Carter who was 18.

The children are still playing in Lilac Park. The little leaguers are still having their ball games in the summer twilight. On the Saturday afternoon, after Bill's funeral, Dennis Whitney of Rialto, who appeared to be of pre-motorcycle age, was preparing one of the diamonds for the night's game. "Look," he said, "We have two places for the kids to play baseball in this park. Why can't we have a place for the kids to ride their motorcycles?"

OUTSTANDING SERVICE AWARD

The Harrison Reno Honda Store in San Bernardino, California has been awarded an Outstanding Service Award from American Honda Motor Co., Inc., in recognition of the superior quality of customer service rendered. This is the first of a series of awards to be given by the American Honda Motor Co., Inc. to their outstanding dealers throughout the nation.

The award means that the dealers selected have made a supreme effort to give their customers the very finest service possible. John Burr, store manager and an employee since 1948, states, "Harrison Reno has always based its strength in customer service, and I'm sure the store owes a great deal of its success to this practice."

A.C.E. RIM JACK

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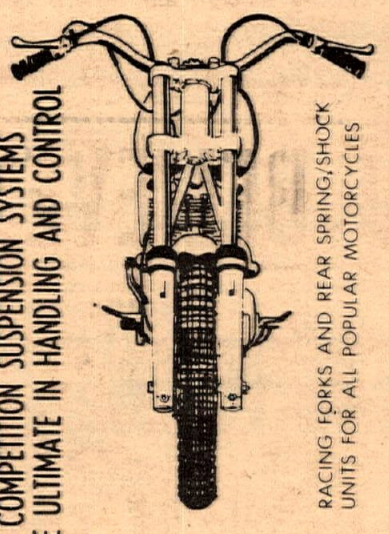

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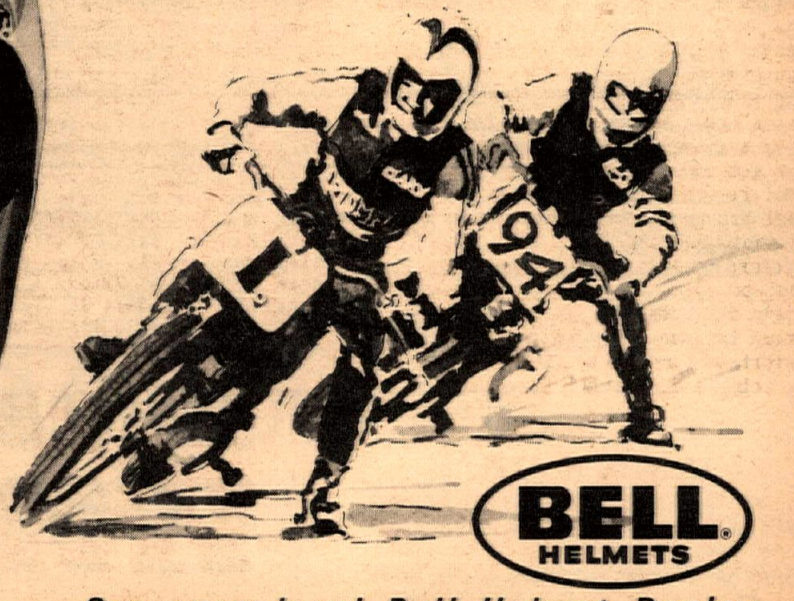

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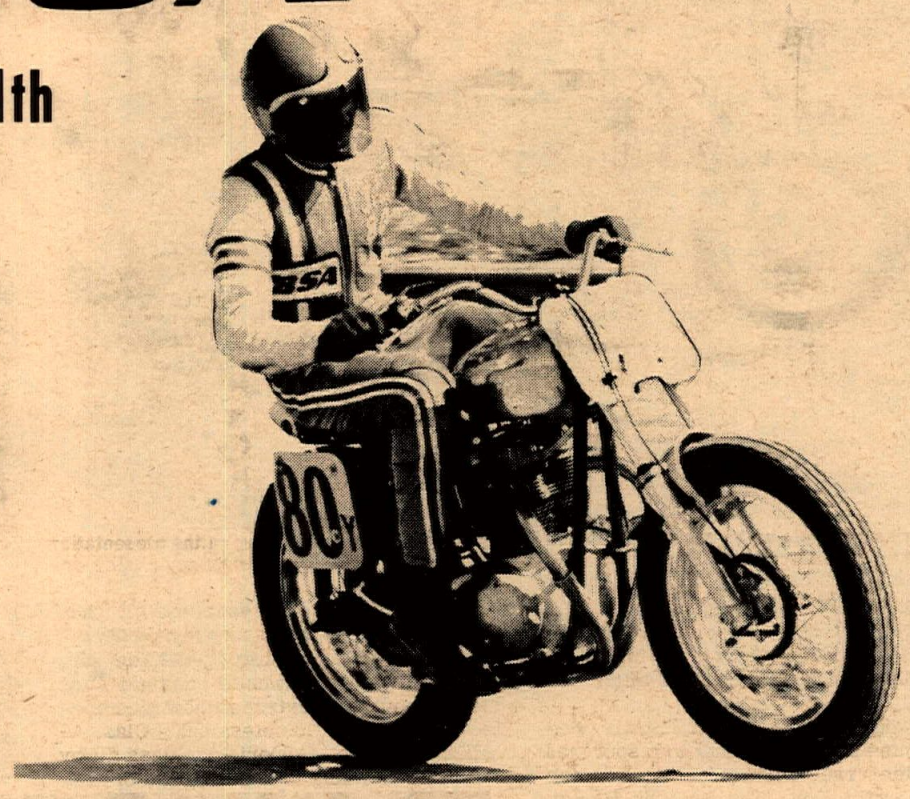

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AUGUST 9th
1st DEWAYNE KEETER

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As one editor puts it: "Twist the throttle at any speed over idle, and either the front wheel comes off the ground or the rear wheel tries to catch the front, or both happen at the same time." This is the production version of Jess Smith's world championship Moto-Cross mount.

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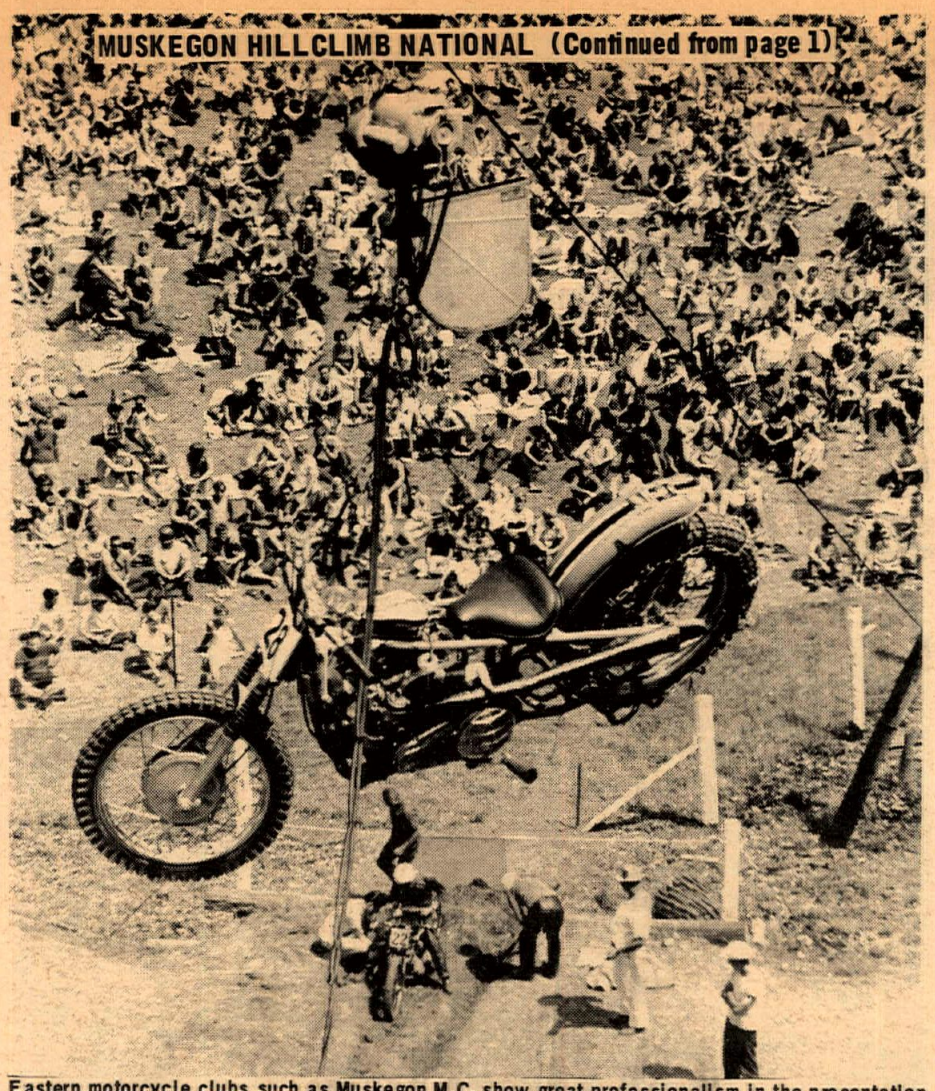
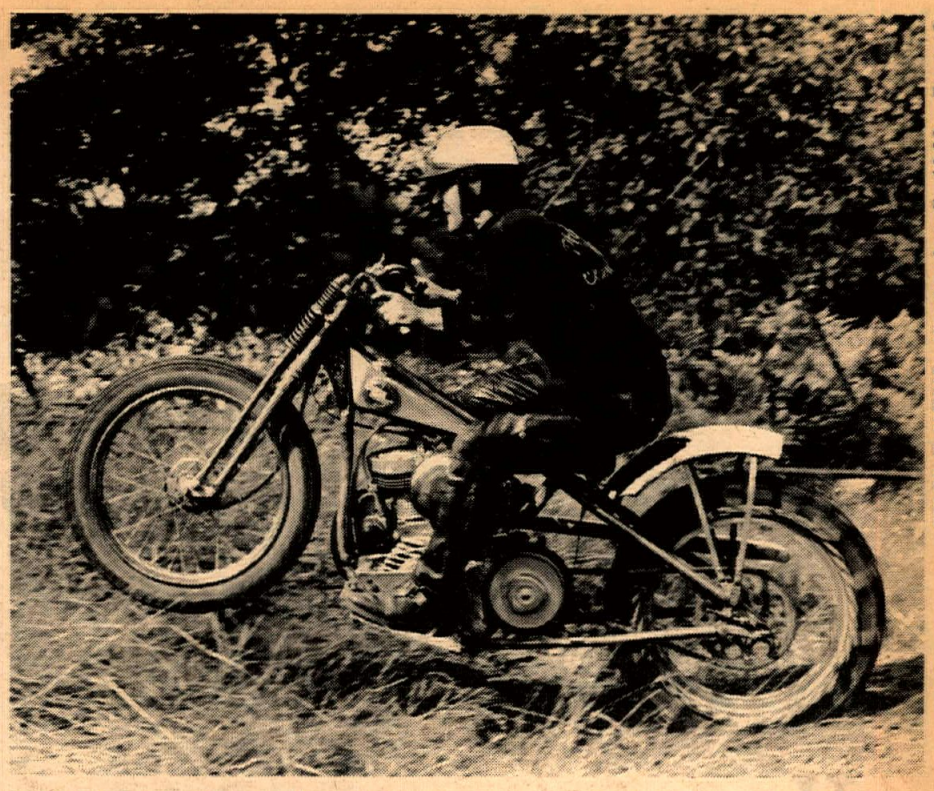
MUSKEGON HILLCLIMB NATIONAL (Continued from page 1)



Eastern motorcycle clubs such as Muskegon M.C. show great professionalism in the presentation of their events, such as this power hoist which brought all machines down from any position on the hill.



ABOVE: Responding to the cry, "Report Indian Raids Here," this rider takes up the challenge.

LEFT: Suspense is evident as rider and crew await the start.

Buck of Hazel Park, Mich., another BSA pilot, placed 6th. Mr. Buck inherited the title "The Old Man of the Mountain" with the passing of Howard Mitzel recently.

The high-revving BSA of Bowlby provided the new excitement to a sport that has often resembled an antique motorcycle exhibition. The ancient Harley-Davidsons and Indian 74's that used to dominate are being displaced by sophisticated new Triumphs and BSA's. But certain styles and practices remain unchanged as new machines are modified to incorporate such "old-fashioned" features as left-hand throttles and girder forks. "They may look old fashioned," says Gordy Mitzel, heir to Howard Mitzel's secrets, "but don't sell them short. Everything on these motorcycles is for a purpose. Everything works."

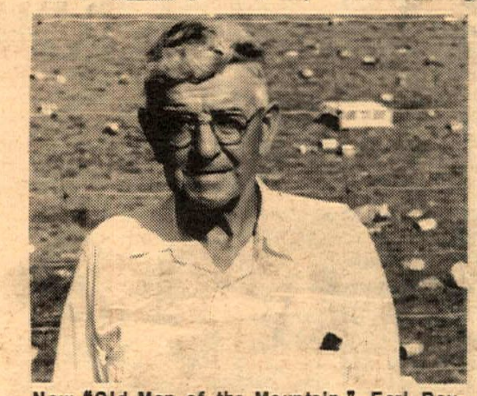
History's Perfect Challenge

Mt. Garfield is a unique challenge to the professional hilltamers. The 10-foot starting chute at the bottom is clay, which offers almost too much traction. The slope itself is firm sand and its 60-degree slant calls for a fairly high gear. So in order to make a good time your motor has to possess enough torque to break traction in the sticky clay and pull a tall cog through a whole lot of revs. You can't shift gears when you are piloting 350 lbs. of rocketing cycle up a bumpy 60-degree slope. Hillclimbers turn the throttle all the way on and leave it there, controlling their fuel-gulping engines with the kill button. To the rider's wrist is attached a leather thong, connected to a "dead-man switch" so that if the hand comes off the handlebar the ignition circuit is broken and the motor stops.

Strain of rugged hill shows clearly.

The right way to reach the top the quickest is to keep the front wheel slightly raised, approximately 1-1/2 feet off the surface, and wheelie straight and clean the whole distance without touching the kill button. Professional Class A hillclimbing is a sport in a class all by itself, combining the best thrills of drag racing, moto-cross, trials and TT riding with a special flavor that nothing else can match.

Gordy Mitzel (left), heir to hillclimb secrets of late Howard Mitzel, talks it over with 1968 National Hillclimb Champion Earl Bowlby, Ohio BSA dealer. Bowlby took home $4000 for his efforts.



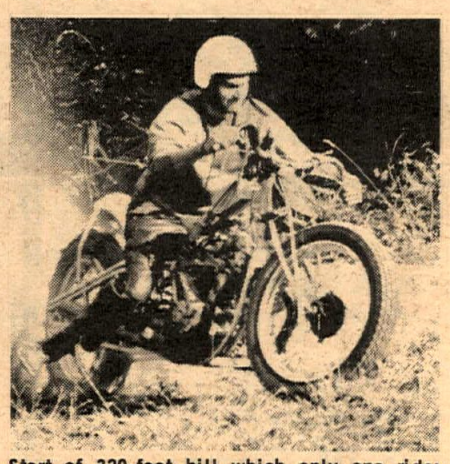
New "Old Man of the Mountain," Earl Raymond, finished 6th.

Catchers in The Rye

"What goes up must come down" was never truer than in the case of professional hillclimbers. The Muskegon Club, honcho'd by President Jim Snell, provides husky members to catch the bikes and riders who don't make it all the way, and a power hoist to lower the machines gently down again. It is all very well operated and much of the credit for the continued success is due to the Muskegon M.C.'s fine facilities and organization.

August 4, 1968 marked the 45th year that Mt. Garfield has thundered to the roar of the cobby, fuel-burning piston rockets. The first climb on the Muskegon mountain was in 1923 and it was promoted by the same club, Muskegon M.C., that owns the mountain and keeps it fresh for its once-a-year National Championship assault. Mt. Garfield is actually a giant sand dune.

Dan Raymond, founder of the Muskegon Club, says that the hills used to be 330 feet high. But in the early days winds and erosion whittled ten feet off the top. When the club saw its favorite mountain blowing away they bought it in the late 1920's and planted rye grass on it to stop the erosion.



Start of 320-foot hill which only one rider topped in less than eight seconds. Each contestant got three tries at the tricky Mount Garfield slope.

The first man ever to make it over the top was famous Joe Petrali in 1928. After that times got quicker until the club was forced to cut two ditches, at 100 and 200 feet, just to make things more challenging.

All this history may sound like championship mountain taming is old stuff, but there is a new look on the slant these days that gives the grand old sport all the fresh excitement of a space launch.

(Results on page 16)

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(Watch this space for news of those good things that happen at Saddleback Park. Planning an event of your own? Hold it at Saddleback Park. Write Vic Wilson, Saddleback Park, Box 2455, Orange, Calif. 92667, for details.)

Keeter Stops Lacher's Streak At 10 Straight

By Carol Sims
Photos by Dennis Greene

GARDENA, Cal., Aug. 9 – In the most breathtaking battle for Main Event supremacy yet witnessed at Ascot this season, BSA-mounted DeWayne Keeter put the stops to Mel Lacher's fantastic win streak last Friday night.

After ten straight feature event victories aboard his Harley-Davidson, Lacher started out the evening in predictable fashion – by clocking fastest Expert heat race time and turning back Keeter, Clyde Litch (Triumph) and rapid Amateur Alex Chinowski (BSA in the Trophy Dash.

Steve Pederson took his first ride on Lou Branch's Velo, liked it, won Amateur semi, got 5th in final.

This is how close #37 Mel Lacher (H-D) and #44x DeWayne Keeter (BSA) were throughout all 15 laps of Expert Main. Keeter stopped Lacher's half-mile record at 10 straight, said afterward, "It was the best race I ever rode. We RACED, man!" Mel still leads point standings with DeWayne 2nd.

But the Main was another story. Keeter and the Dick Kelm-tuned Beezer were first to the turn, giving a hint of things to come, though Lacher led after one lap. Then came a furious back and forth struggle between the two that saw first place spot change hands innumerable times before DeWayne finally took over for good on lap 13. The crowd, enthralled by the dramatic spectacle, gave Keeter a tremendous ovation at the finish of what must surely have been the most rewarding win of his career.

Another sterling performance was turned in by Sammy Tanner, a smoothly consistent third throughout the 15-lapper, and more than once within striking distance of the leaders. It was Sam's initial appearance on Shell Thuet's Royal Enfield, though he seemed to welcome the machine like an old friend.

Running some distance behind the top three were Ralph White, Shorty Seabourne, Phil Todd and Chuck Jones, all on BSA's.

Harms Hauls To Amateur Honors

A particularly frisky turnout of Amateurs put on a show that supplied more than its share of thrills and upsets (some literal).

Two exuberant yellow-plate riders were hospitalized in separate heat race accidents, though luckily neither incurred critical damage. Lee Wheeler (BSA) suffered an injured ankle when he whacked the wall coming out of the first turn, and Mike Farrell's chin was somewhat the worse for wear after he took a hard tumble over the high side of his BSA.

It was on the restart of the race in which Farrell unloaded that Alex Chinowski ground out a faster 5-lap time than any of the Experts except Lacher and Keeter, but after a stylish appearance in the Dash he got off poorly and was running 7th after one lap of the final.

Harley-mounted Bill Cody assumed an immediate lead, ahead of fellow H-D rider Don Harms, Reg Chosney (BSA) and Steve Pederson (Velocette). Front spots remained the same until lap four when Harms took over first place, and point leader Tommy Rockwood (Triumph) slithered by both Pederson and Chosney to assume third one lap later.

Harms maintained his advantage over the pack, but Rockwood moved past Cody for second and Chinowski got up for fourth at the finish. Pederson and Chosney wound up 5-6.

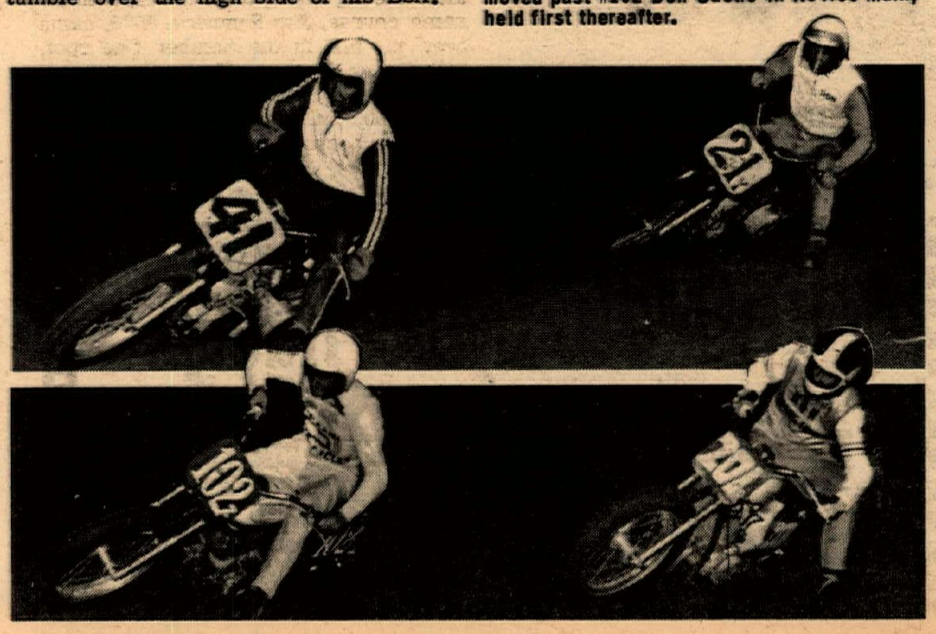
Donaher Does It

In the absence of point leader Keith Mashburn, the Novice Main Event was anybody's race, and Terry Donaher (Yamaha) decided to make it his.

Taking over first place from Kawasaki-mounted Don Castro on the third time around, Donaher rode strongly and precisely to 8-lap victory. Randy Smith (Suzuki) passed Castro for runnerup position in the late going, with fourth spot going to Don Dudek (Yamaha).

(Results on page 16)

BELOW: Both aboard Harleys, #41x Bill Cody led 4 laps of Amateur Main, #21y Don Harms went on to win.
BOTTOM: Yamaha-mounted #201 Terry Donaher moved past #102 Don Castro in Novice Main, held first thereafter.



Nev. State Championship Hare Scrambles

Story and Photos by Dick Wright

LAS VEGAS, Nev., Aug. 11—There is something special about hare scrambles in Las Vegas, the city that plays all night (particularly after a State Championship!). Twenty-five miles south of Vegas was the setting for the large contingency of riders from California, Nevada and other states, who were lined up and ready to go at 10:00 a.m. for the three loops of a fast, rugged, twenty-five mile course.

Fast-charging, Norton-mounted Mike Patrick, #7, took the overall win to prove again his position as top desert racer.

The course was a wide counter-clockwise sweep around a big mountain. The start was in open, bushy territory that led to the top of the mountain, via a tight uphill with a few small rocks. A quick ascent brought us to a beautiful three-mile sandwash and a fire road followed by a fast trail, and then six danger marks cautioned the way to the only bad rock on the entire course. Another mile-long sandwash and five miles of fire roads brought us back to the pits.

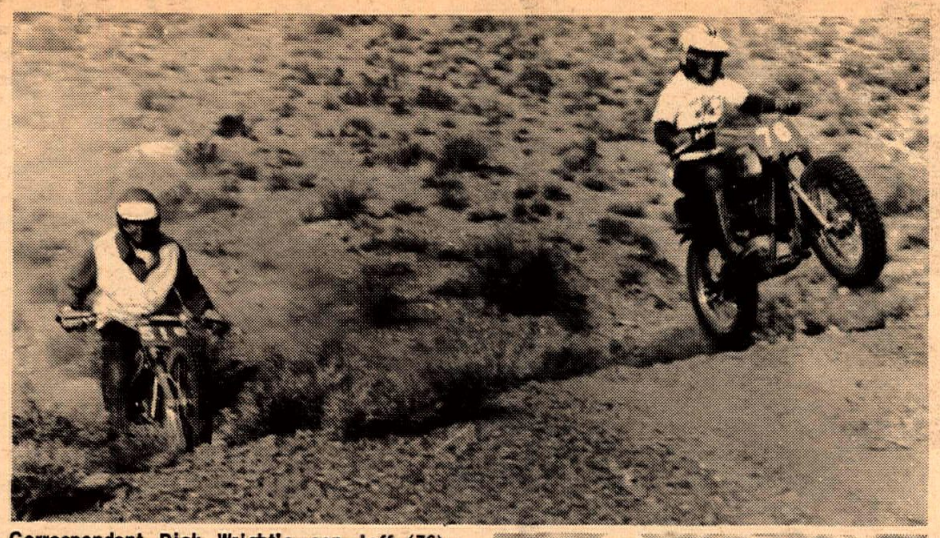
Patrick At The Bomb

At the smoke bomb on the top of the hill, the command position was held by Patrick; then came Tom Maxwell, #54, also on a Norton Twin, and Tom Poteet, #45x on a Bultaco was the first 250 through.

They made the first loop in about twenty-five minutes and Patrick came around with an unbelievable lead. Maxwell had gotten off in a sandwash and Harold Mortensen, #55 on a Triumph and a member of the Checkers M.C., had taken over second spot. Al Baker, #13 and also a member of the Checkers, was running well up in the bunch until he got a flat tire.

On the second lap, Patrick still held the lead and had already added a few more minutes over the second man. The heat wasn't too bad as there were clouds over the sun, but everyone was getting tired and the course was pretty well sliced up. The two miles of California-style sandwash and the five-mile straight fire road were really welcome to the tired riders.

Patrick pulled in for the win with an eleven-minute lead! Mortensen was second on the Triumph, to prove that the big twins can still do the job in the desert over the lightweights. Casey Folk, #43x, an Amateur from Vegas, pulled in third on a Husky to take first lightweight. Terry Tracy, #113x, on a Greeves, moved up from 10th on the first loop to fourth overall and second lightweight.



Correspondent Dick Wright's son Jeff (76) bombs by another rider on his way to 8th place Trailbike.

Mike Patrick (7) first overall on his Norton for the second year in a row. If he wins next year he gains permanent possession of giant 7-foot trophy.

First Open Novice was Triumph-mounted Ernie Nogosek, #507.

Local Vegas rider Tom Scales (Husqvarna) comes in for 5th overall, first 500cc Novice.

Dennis Torgerson (9x) wound up first 250cc Expert on his Husqvarna.

Second Trailbike, first 100cc Amateur was Terry Clark (Hodaka).

Tom Scales, #931, another Vegas rider, took fifth and was the first 500 Novice on a Husky. Bill Johnson, #149, was sixth in and took first Open Amateur on a Triumph. J. Roberts, #309 on a Husky, pulled in for first 250 Novice and twelfth overall.

Ernie Nogosek, #507 on a Triumph, had bad luck at the tables on the strip Saturday night, but made out real well Sunday by picking up first Open Novice and sixteenth overall.

Trail Bikes

The trail bikes took off ten minutes after the big bikes, to go two laps on the same course. Jim Sumners, #578, came over the hill in the Number One spot, with Frank Morgan, #1, in second, and Ron Burpo, #111 in third; Laurence Mulock, #60, was running fourth and all were on Hodakas.

A couple of miles out, Morgan was able to pass Sumners to take over the lead. Burpo running third, found the only big rock on the course, and did one of those "bad things," but was able to get up and continue with the help of Eddie Crowell.

Morgan led it into the pits on the first lap, with Sumners staying in close, and he held that lead for the balance of the race to come in for the win. Terry Clark, #395, had moved into second spot and was thirty seconds behind Morgan. Sumners took third, and Jerome Johnson, #74, was fourth.

Eddie Crowell, #92, pulled in seventh after lending a hand to Burpo, and Jeff Wright, #76, was close behind him, after getting off the line last. Ron Burpo followed Wright in. Mary Ann Eyre was the first girl to finish, taking sixteenth.

In the pits after the race, Patrick was heard to remark, "I'm glad I have high gearing, as that twin just ate up the fire roads." All the riders agreed that it was a fast, enjoyable course, with the kind of sandwashes that everyone likes.

(Results on page 16)

RONNIE RALL FLIES ON A BENELLI

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SLIDIN' AT WHITEMAN

By John A. Grout
Photos by Dennis Greene

PACOIMA, Cal., Aug. 10 – The class "A" speedway machines, along with fifty of the best riders in the country, again put in their weekly lock-slide, snap and go show last Saturday night at Whiteman Stadium. And what a show they gave us– with the various track records being broken no less than ten (count 'em) times.

Now, I don't know what Bob Gregg and Dude Criswell are doing to and for their racing strip, but, whatever it is, it certainly seems to be agreeing with the racing bunch – the guys who have to go out there every week and put on the right kind of show for the paying spectators; because the weekly rooster-tails were sailing at least another ten feet higher than they were the week before. And Don Hawley, Mr. Speedway, wasn't even there...

The whoop-de-do got off the ground like a skyrocket, when the third man to take to the track for the qualifying session, John Hateley of Burbank, proved to the crowd of 3800 race-goers that a JAP speedway machine is still the cycle to be reckoned with. Because young Hateley, proceeding in his beautiful sliding style, kicked the devil out of the one-lap record which was previously held by Eddie Mulder, Sammy Tanner and Jack O'Brien. And any time you can wrench a track mark away from these riders, you've made the scene! John's time was an astounding 14.03.

Twenty Heat Races

With the qualifying attempts in the books, the fastest sixteen riders headed out to the starting line, four at a time, each man expecting to ride five different heat races on a European Championship point system.

And what a thorough rouser that first heat race was! John Hateley, Sammy Tanner, Shorty Seabourne and Elliott Schultz had at it for four laps – the crowd on their feet, really cheering it up! And, at the end of the first lap, Hateley had dropped from his pole position start, all the way back to third as they came off the second turn. This provided the opening that Tanner had been waiting for, as the Flea drove into a clear edge which he held all the way to the finish. It was run in track record time (58.03) and it wasn't to be beaten again for the rest of the evening.

DeWayne Keeter, Friday night Ascot winner, took his first ride on a speedway machine Saturday at Whiteman, looked like he enjoyed it.

Bruce Haserot qualified for "A" Main Event, displayed super-slidy style in doing so.

Two top contenders – last week's "A" Main victor John Carter, and this week's first place man, Jack O'Brien.

The second heat saw the fourth fastest qualifier, and the racer currently holding down third in the point standings, Bruce Haserot, as he got the jump off the line and led Johnny "Wheelie" Carter through eight turns to win a tight one in 58.09.

In the third heat of the evening, it brought the racers to the starting line who had the 9th through 12th fastest qualifying times. Sonny Nutter, Jack O'Brien, the current point leader, and two other men who can really put the pressure on: Stu Morley and Chuck Jones. The flag dropped, and Nutter went sailing into the first turn with somewhat of a lead. But, don't forget O'Brien, because a point leader doesn't like to be headed by anyone! And, coming off the east turn, Jack saw an opening, cranked his wick to the stop and pulled the plug on the whole affair. It was O'Brien in 58.09.

And, how about the fourth heat? This brought to the line the 13th – 16th fast riders: Rick Woods, Lee Stumpenhaus, DeWayne "Skeeter" Keeter, and the sliding person, Steve Scott – back for some more of it, after his injury just last week. In this race, Keeter got an early lead, only to watch Stumpenhaus and Woods from the back view at the finish line.

In the fifth heat, Haserot again went wire to wire; but he had a chore cut out for him, when he had to hang real tight in beating out Scott – who was completely off the track at the finish. Running third in this heat was Morley.

The sixth heat saw young Shamrock Jon Thomas take the win, after Tanner's bike had stopped running.

Scott Scoots

But listen, don't let's go through a rundown of the entire twenty heat, point races... Rather, let's head to one other major highlight of the evening; the ding donger of a battle that shaped up in the nineteenth go-around of the evening. Because Steve Scott, even though doing a bit of limping around the pit area, came out to contest the event with none other then Chuck Jones, Jon Thomas and Steve Bast.... And, do you think you've seen a race before this? Tell it to the 3800 people – who were all standing in one of the biggest displays of enthusiasm that this writer has ever seen.

Jones took an immediate lead off the first corner, and he held that lead all the way 'til the final turn of the final lap. And then Scott, after getting into that turn all crossed up, somehow got himself straightened around, managed to dive underneath Jones, and the drag race to the checker was phenomenal! Scott on the inside and Jones on the outside. And Scott nailed the other racer by a quarter-of-a-wheel-length! The crowd wouldn't quiet down for a full five minutes!

Then, we got to the Trophy Dash, possibly an anticlimax of the previous race. This event brought out the four fastest heat times of the night: Tanner, O'Brien, Schultz and Bruce Haserot. Schultz cannon-balled into a lead, which he maintained over O'Brien all the way to the final line – where he was very properly rewarded with a victory kiss from the Trophy Girl, lovely Carla Wiley of Hollywood.

Three Big Ones

Then, we reached the A, B, and C Main Events which were being run for a total purse of $1455.00.

In the "C" event, Jim Doron was strangling the whole field until he got out of shape on the final lap, allowing Stu Morley to get around him and gain the win.

The "B" Main went to Sonny Nutter, closely pursued by both Jim Thomas and Chuck Jones.

In the "A" Main Event, it was Jack O'Brien all the way, to take the measure of Schultz, Tanner and Haserot.

Some final reflections: We missed the presence of the sensational Jimmy Nicholson and hope he will be back with us next week.... Sorry to see big Bob Bailey, National Number 33, come up with a flat tire which prevented him from making the program.... Finally... welcome back – Steve Scott!

(Results on page 16)

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SCRAMBLIN AROUND

By Maureen Lee

Our long awaited Hunter-Rice grudge was nearly a disaster Saturday night and left us muttering the quote about "the best laid plans of mice and men..." Feature this. Here's one of the biggest crowds Perris has had for a night race, Hunter and Rice as a special privilege have parked their trucks in the pit area, everyone is asking "When's it gonna be?" and up comes practice. Hunter naturally goes out in the last one for big bores only and slid out in the downhill section; here comes Fred Edwards wailing along and plows into Jim doing considerable remodeling to the Goldie. Scratch Hunter. Well, after listening to Jim and John chip at each other for weeks now we were hard put to keep our cool and were determined to have a race of some kind so as not to disappoint that crowd. We suggest to Hunter, "Hey, maybe we can borrow bikes and you can still race. How about even 100's, then you'd both have the same advantage." Here we can't print what Hunter says about 100's. It's a well-known fact he hates "kiddie bikes." "How about 250's then?" "No!" says Hunter. "We'll do it next week." Over our dead body, thinks we.

Hilarious Grudge Race

Over to John Rice with the same question but John isn't too keen until we say, "Well, we suggested 100's because it would even you both out but maybe Jim's afraid you'll beat him on a strange bike." That did it! John loped over to Jim and within a few minutes the match was on again. Two even little 60 Yamahas were loaned and at the right time off they went with yours truly being given the honor to start and referee. Only trouble is we got to laughing so hard after we finally got them off and running (both on back row, hand on helmets) that we're still sore.

If you weren't there just imagine those two on Yamaha 60's. Those poor little bikes will probably never be the same again. You could hear missed shifts all around the circuit! One time John R. came around the turn onto the straight sliding, hit a rut and as any big bike rider knows he applied the power to pull him out but there weren't none, baby! So John went howling off the course, missed the jump completely and shot down into the infield to catch up to Hunter who had built up a little lead by then. John won it by maybe two bike lengths and they are going to have at it again on their big bikes this coming Saturday, but we bet it won't be as much fun as this past one was!

Stein Sails

Remember Jimmy Stein, the youngster who always went so well on a Husky in scrambles and moto-cross? He made the Perris scene too, fresh back from two months at the C-Z factory in Prague. C-Z took him on for training as team rider paying his expenses while there and it sounds like Jim really had a time. His training consisted of getting up at six a.m., running the mile to the factory where he would ride for several hours on one of the courses outside the factory limits. Then would come several hours of working on the bikes in the shop so every nut and bolt was learned. He couldn't speak highly enough of how kind the big names were to him. Roger De Coster taught him the art of turning in the air while jumping and they took this young American under their wing to show him the ropes. Jim's proudest moment came when before a crowd of 85,000 people he walked out behind the American flag while the band played the Star Spangled Banner. Says Jim, "I was so proud I could have burst and I don't think I could have fallen off if I tried. I was out there riding for America!" He rode five race while there and we asked how he did.

"Well, I didn't think I did too well but I did stay up for over half an hour a couple of times with the rest of the team but I did well enough that they will bring me back next year for the World Championship rounds." We say, you did very well indeed Jim! The fact that C-Z offered you such a nice contract proves it. They don't mess around and Jim didn't mess around Saturday night either. On a bike that he and Walt Axthelm put together from spares in Walt's shop he did in the 250 class, three motos in a row, but it won't be long before he'll be out on his new bike in the 500 class.

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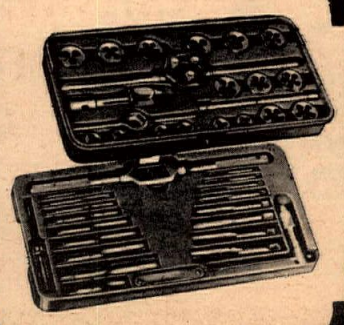
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ELSINORE
NIGHT SCRAMBLES

By John Taylor
Photo by Manuel Burton

ELSINORE, Cal., Aug. 3 – The tremendous popularity of the little 100cc bikes seems to be contagious as the already pudgy 100 Novice class gains weight at Elsinore Raceway each week. Saturday night saw a veritable swarm of almost ninety of the little screamers, bringing the total entries for the evening to well over one-hundred and sixty. The forty-seven events went off like clock-work with trophies given and racers on the road home around midnight.

Much to the other riders' joy, the seven 100 Novice heats and seven semis were interspersed throughout the evening so that no class had to wait very long between races. With this class whittled down to the fastest twenty and then divided into two groups, the Mains got underway. In the first, Troy McKee hauled his Hodaka in for first place brass followed by flying Larry Bird on a Yamaha.

The second Main also went to a Hodaka with S. Hyder aboard leading home L. Quintard's Yamaha and J. Cook's Hodaka. One of the fastest and most sanitary rigs in this class was the black and white Cemoto ridden by Larry Hardison. He was bumped into the weeds during one of the starts and then, while really flying to make up lost positions, met Mr. Crunch on the back straight and was out for the evening. With a little luck the combination looks like a winner.

The 200 Novice Motos were runaways for John Graver's Bultaco. Sporting the red and white striped jersey of the Dirt Diggers, he won the class with little trouble from second place Geoff Mason's Ossa and third place Gary Riley.

The 250 Novice Main saw Yamaha go down in defeat for the first time in weeks as Vic Hannan kicked his Kawasaki in for first ahead of Bochkay's Yamaha. J.M. Clancy took third astride a Montesa.

Smooth riding Ed Walker waltzed off with first place honors in the 500 Novice hassle on his Triumph desert sled. Paul Henderson and Bob Daily, also on Triumphs, took second and third.

With super-swift Tom Simpson now riding with the Experts, the way was clear for the motor-mouthed announcer to climb down out of his tree and win the Open Novice bash on Moto points after a wheel-to-wheel thing with Ed Walker. Bill Barth had the audacity to take third on a Harley Sprint.

Sprague Still The Man

Troy McKee garnered his second trophy of the evening by beating out Dale Hopkins in the 100 Expert go. Hot-shoe John Sprague has started riding this class and found the transition from big bikes harder than it looks as he finished well down in the pack. He came back and showed he was still THE MAN on big bikes though as he won both the 250 Expert and the 500 Open Expert classes. He rode only two of the three motos in the 250 Expert event but, winning both, still tied with Vic Hannan on points forcing a runoff which went his way.

In the Open Expert Motos, Jim Fox pushed to a fairly close second with ex-Novice Tom Simpson third. If Fox rode each week as John does he could provide some real close competition in the Open class. Larry Mitchell was out for this event on his super strong Triumph but the bike seemed to have just too much horsepower for track conditions. Every time he whacked it on, the bike jumped sideways and speed went up in wheel spin. If another Prado-type track comes into being, with those long Bonneville straights, this scooter should be a bomb!

Ed Walker won the Sweepstakes trophy after a race-long dispute with Sprague which he won by keeping the gate shut for five hot laps. Sprague had chosen to ride his 'Taco 250 instead of the Triumph and was beaten off the line by big bike torque. After that it was a matter of to pass or not to pass. Walker made sure it was NOT to pass and won a well earned trophy.

With the number of TT Scrambles in this area shrinking by leaps and bounds, it looks like night racing is about the only way for a TT-er to avoid a long dry stretch.

(Results on page 16)

Steve Nichols (8x) leads Tom Warren (20) through Elsinore sweeper.

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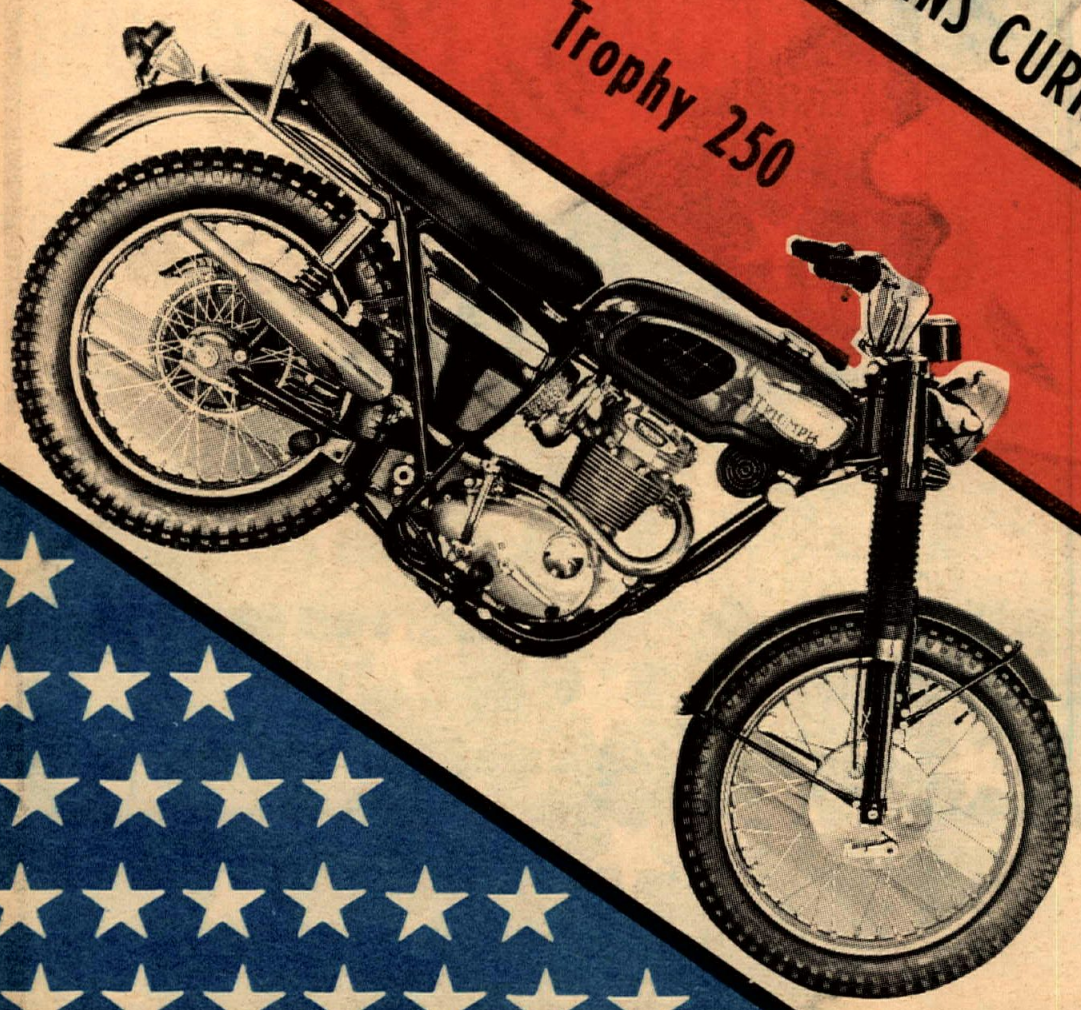

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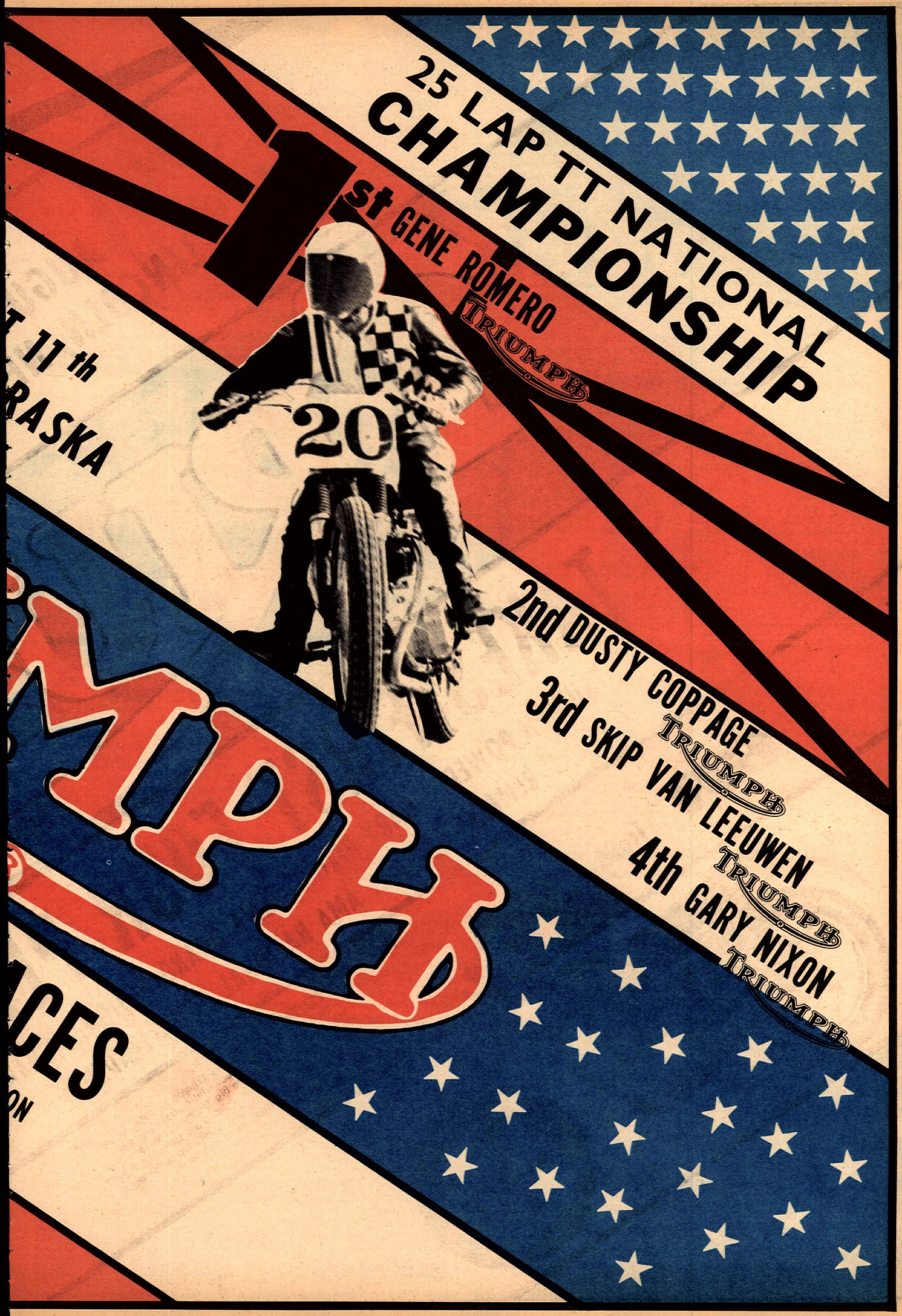
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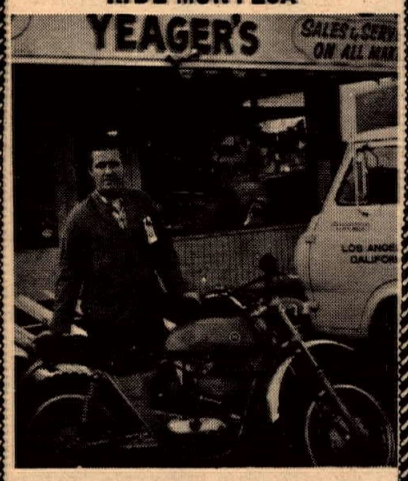

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Orange County AFM Road Race Clash

By Tom Finlay
Photos by Dennis Greene

ORANGE CO., Cal., Aug. 4 – The loyal fans of road racing at Orange County International Raceway were treated to a fine afternoon of racing under a warm, if not slightly uncomfortable, August sun.

After the usual three-lap heat race shuffling, the first race, an eight-lapper for 50cc GP and Production through 200cc was flagged off. Assuming the lead, and holding it until the finish, was Tony Nicosia (50cc Suzuki). Tony reversed the results of July 21 at Carlsbad and defeated all of the Lightweight Production field. For those of you who have not witnessed this event, the GP "fifties" are flagged off first, and at a second flag, the Lightweight Production field is started in the conventional manner. Second "fifty" at the checker was Mike Lane, trying an Ital-Jet Vampire, and following him was Sid Chambers on another Vampire. Stan Smith came home first as the 100cc Prod. winner (Bridgestone). Second was Kelly Evans, who was mistakenly credited with second at Carlsbad July 21, when in actuality he did grab the win on his Yamaha. Due to a mix-up in entry, Roger Wood was credited with 200cc class honors, which gives first 175 to Don Van Veen.

Norton Commando mounted George Kerker smiles on his way to another Production victory.

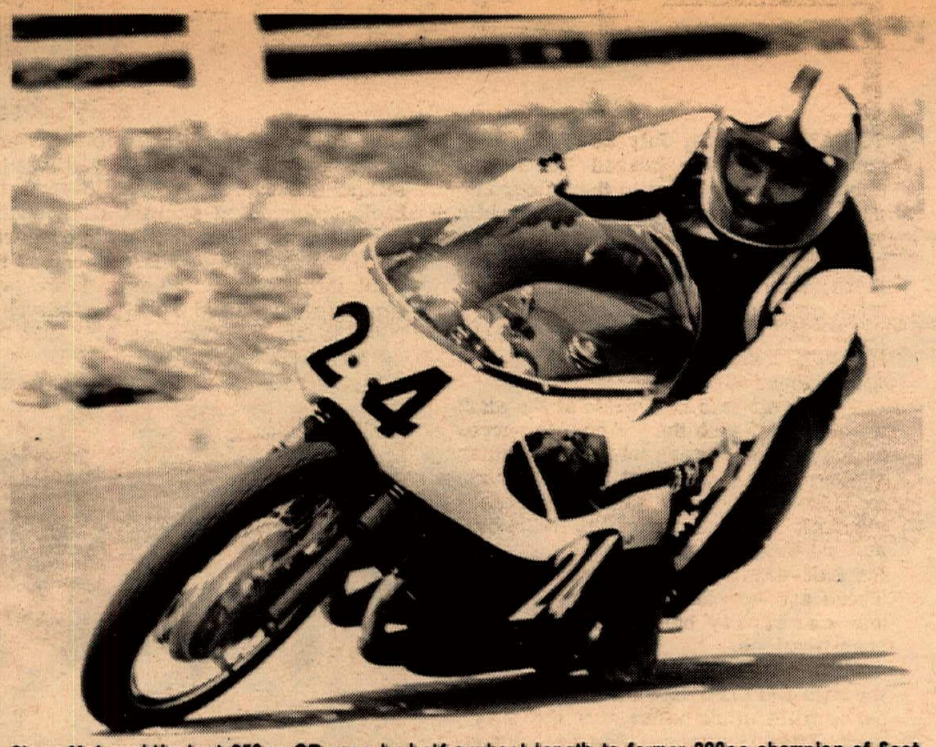
Money Time

First pro event was the 100-125-175 GP Main. Dave Allee made his usual jet start, and due to a lack of competition from the Power Research Team, romped home an easy winner in both overall and the 175 on his Bill Krause Honda. A scrap was waged for second between Rich Stuelke (175 Honda) and Dave Scott (100 Yamaha). Stuelke eventually won out, and Scott remained in third, taking the 100 class with ease. Scott will be heard from later. Oswald Auer took the 125 class and brought a Yamaha YAS-1 into the winner's circle for the first time at an AFM event.

The Heavyweight Production Main saw George Kerker cruise home as the overall winner, continuing the win streak for the all-new Norton Commando. He was challenged in the early laps by Roland Pagan (Triumph), but Pagan pulled out with a mis-fire. First 500 was the ever-present Dick Kilgroe, while the huge 350 class was won by Hurley Wilvert, after race winner Dave Allee was protested. The 250 went to Gary Fiechtner (Suzuki). Word has been passed that AFM rules regarding production bikes will be enforced at Tech. Inspection in the future. The most flagrant violations seem to center around removal of air cleaner assemblies and exhaust system baffles. After the production bash, five sidecars proceeded to slide around for eight laps, with Reg Pridmore finally catching a wild Doug Bingham. The "chairs" should really be spectacular on the new eight-turn course to be opened up at Orange Co. Raceway Sept. 1. More on this later.

Two Grand Finales

The 250 pro race was a real cliff-hanger, as Steve McLaughlin and the aforementioned Dave Scott (who was the former 200cc champion of all Scotland) went at it tooth and nail, with a fast improving Don Emde right behind waiting for either to make a mistake. McLaughlin turned in perhaps the best ride of his career on a 250, coming from behind and passing the wily Scott. Scott finally passed at the last bend, and won in the drag race finish by half-a-wheel length. Fourth went to rising contender Bruce Tozier, fifth to Jack Simmons, and sixth to Tony Murphy. John Buckner was out for the first time in quite a while at an AFM event, and though he dropped out of the 250, made his presence known.



Steve McLaughlin lost 250cc GP race by half-a-wheel length to former 200cc champion of Scotland, Dave Scott, after coming from behind and passing the leader.

#711 team of Reg Pridmore and Ernie Caesar took sidecar honors.

Flyin' low, and not even in his helicopter, John Buckner made first road race appearance in some time.

Final main was the 350-500-1000 GP, which was a battle between Reg Pridmore (Norton 500) and Phil Makanna (Norton 750). Makanna eventually won, and took fastest 12-lap time of the day as well. Pridmore nailed down the 500 class, and Mike Kohn from Virginia took second. Second in the 1000cc class was grabbed by Roland Pagan (Triumph 650) on his production machine. John Buckner (Yamaha 251) left all of the 350 opposition behind, but there was a late lap struggle between Tom White (Honda 350) and Bob Bender (AJS 7R 350) with White grabbing second. Dave Blancett took fourth 350 on his Honda.

New Course

Next month, September 1, due to the growing success of the events at Orange Co. Int'l Raceway, an additional section of the course adding three turns and about a quarter-mile will be opened. This never-used portion leads out of the Tower bend and returns by the last set of stands on the spectator side. A map of the new course will be published shortly in Cycle News, so watch for it. This new move will benefit both the riders, by adding more challenge to the course, and the spectators, as a considerable amount of action will now be visible from the spectator side of the track. Falling on the Labor Day weekend, a lot of the Northern California AFM riders will be down to try the new one, so you So. Cal. riders turn out and welcome them. Remember, with Labor Day actually falling on a Monday, there will be little traffic. See you all there.

(Results on page 16)

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T-TOWN TT INAUGURAL

Story and Photo by Bill Harmer

TIJUANA, Mexico, July 28 – The hardy motorcyclists who braved the Sunday morning rain to drive to the Autodromo de Tijuana in our neighboring Republic were overwhelmed by the sparking new racing plant that has been prepared there. They have used the basic quarter-mile oval but have hauled in tons of earth, and with blades and rollers have carefully manicured as fine a course as can be found anywhere.

Taking off into the infield at the start of the backstretch the TT course curves and recurves, coming into a spectacular six-foot-high jump which is located right in front of the new 3,000-seat grandstand. It continues, parallel to the oval and re-enters the main track at about the half-way mark in the back stretch. There are no really flat curves as all are carefully banked to engineering specifications.

Some riders went out onto the track in the rain and found it beautifully prepared but a little slick because of the downpour. After 15 minutes the rain stopped, however, and a volunteer crew with shovels scampered out and tossed dry soil on the infield part of the course. Then the 10-wheeled roller was put back into use for another 10 or 15 minutes resulting in a perfect track for the first race.

There were riders from as far away as Arizona and Santa Barbara, Calif. as the first series of motos were flagged off. The track has no official starter, so Dave Clemo volunteered to do the job. The riders found him an experienced hand and the races were flagged expertly.

Spiker Upsets Ring

San Diego fans felt confident that Husqvarna pilot R.W. Ring, who is the leading point scorer in District 38's 250cc Expert class, would easily win his class over a country boy from Yuma. His name? Roy Spiker. And although he was wearing a Kawasaki jacket and was called "The Bridgestone Kid" he was astride a showroom-new Yamaha Enduro. Ascot fans will also remember him as one of Mel Dineson's "Enfield Kids" when he lived in Bakersfield. The first moto was not yet a half-lap old when the watchers were sure of the outcome. This boy from the desert, who claims that lately he just gets together with friends on weekends and races out over the cactus-covered flatlands around Yuma, took Ring's measure and gave him three sound shellackings. Bultaco-mounted Larry Bishop from Lemon Grove, Calif., who arrived too late to have any practice laps, nevertheless looked impressive as he finished third.

Brian Stanners of Los Angeles won the 250cc Novice class with comparative ease, riding his Bultaco to wins in the first two motos and taking it easy in the third. The contest for second place between Bultaco-mounted Gary Gilmore of San Diego and Carlos Iribe of Tijuana on a Kawasaki, was a real "barn-burner." It was found that they both had an equal number of points but Iribe had finished higher in their out-of-the-money races so would have been awarded the trophy, but because he was the promoter of the races and wanted to give everyone the best chance possible he volunteered to have a run-off match race which Gilmore agreed to. It was a close contest with Iribe pulling away slowly as they crossed the finish line, and then, with the race over and won the only spill of the program happened. Iribe came back over the jump and as he landed on his rear wheel, his right foot slipped off the peg and he accidently twisted the throttle which threw his mount back on the rear fender. Carlos unloaded and his bike did five complete flips in the air. Iribe got off with a skinned elbow but it sure didn't do the motorcycle any good. The bike had been loaned him by Angel Rojas of Kawasaki Mexicali so Carlos passed on his trophy to him.

Banker Impressive

Perhaps the most professional-looking ride of the day was displayed by diminutive Don Banker on his reed-induction Hodaka in the 100cc Expert class. Don is late of Idaho but now makes San Diego his home where he is employed by Jim McGuire in the manufacture of reed induction systems for two-stroke racing machines. He admitted that he got most of his riding experience on either rain-soaked or snow-covered potato fields and said the local TT courses were like paved highways in comparison. Ward Ring's Honda just couldn't keep up with the hot-tuned two-stroke so Ring just rode for the fun of it. Imagine his embarrassment when he slipped off his saddle while doing a wheelie down the back stretch and skidded along on his posterior while his Honda rolled merrily on. The two thousand fans received the stunt enthusiastically, however, and gave him a big hand. Ward waved good naturedly to the fans as he mounted his bike for the ride back to the pits.

Richard Henry of San Diego, riding a Moto-Beta, showed his exhausts to the rest of the 100cc Novice field but was hard-pressed by a determined Bultaco pilot, Pancho Rodriguez of Mexicali. Ben Stephens of Yuma, whose name gave the Mexican P.A. announcer fits, looked impressive riding his M-B to third.

Roy Spiker (Yamaha) beat San Diego favorite R.W. Ring (Husky) in 250cc Expert.

When the entries are light the Mexicans fill up a race by permitting the winner of a class to enter the next class bigger. (You also pay another entry fee.) Thus we found little Don Banker winning the 175cc Expert motos on his 100cc Hodaka. Yamaha-mounted Novice Paul Hedges of Yuma came in second in the same series of motos, receiving the first place Novice trophy. Dave Burton of San Diego came in third on his Montesa for the second place Novice award.

If the racing fraternity followed the custom of touring groups and awarded a "Hard Luck" trophy, it would undoubtedly go to Eddie Tacadena who trucked his 350 Bultaco down from Santa Barbara expecting to enter the 500cc Novice class, only to find that there were not enough entries and was put in the Open Novice class, run in conjunction with the Open Expert event. He got off to a good start and led everyone for two laps when his engine began to falter causing him to lose ground and finish second behind Dick Williams of Yuma, Ariz. riding a BSA.

Clemo Captures Open

Dave Clemo of San Diego riding a big K-Harley did a masterful job of riding to capture the Open Expert division. He has been riding the machine for only a short time and is showing marked improvement. It was a happy way to celebrate what may be his last day of racing for a spell. He reported for military induction the next morning. Joe Phillipson, whose Bultaco blew during practice, borrowed a 250cc Yamaha and rode it impressively to second place Open Expert. We wonder what his employer Floyd Emde, San Diego Bultaco and Suzuki dealer, will say when he finds out about this? Jim Smith of San Diego displayed real riding ability in piloting his BSA to third place.

The 50cc class, which has almost been abandoned on the U.S. side of the line, draws a big entry in Mexico and Oscar Lujan of Mexicali, riding a bright new Honda far outdistanced the rest of the field to win first position. Pedro Praceda gave Lujan a pretty good battle in one moto but fell back in the other two. Juan Medina captured third in the event. All three boys came over from Mexicali and all were Honda-mounted.

Trophies were presented in front of the grandstand where Senor Iribe asked all to meet in Rosita's Restaurant for a short meeting. To insure good attendance, he announced that the cervezas would be on him. Needless to say the cafe was packed. Iribe conveyed his thanks to all who came and asked for a vote on the date they would like to return. A quick check revealed that there would be no TT races in District 38 on August 18 so that will be the date of the next race on the finest motorcycle course in the Southwest.

Plans were inaugurated to establish a point standing program for the Tijuana track which will terminate near the end of the year, at which time the rider with the highest number of points will be presented with a pair of air tickets, round trip, to the beautiful resort city of La Paz, as well as 3 days accommodations in a luxury hotel. Other valuable awards will be awarded to runners-up.

Motorcycle racing is a very popular spectator sport in Mexico and promoter-racer Iribe expects adequate returns from admissions to repay the more than $20,000 which has been invested in the fine new plant which includes modern rest rooms and showers for riders who wish to clean up after a dusty afternoon on the track. Beer, tacos and soft drinks are sold in concessions under the grandstand but no alcoholic beverage may be carried into the pit area nor will a cyclist be permitted on the track without full helmet protection.

Clubs Invited

Senor Iribe invites motorcycle clubs from anywhere, who would like to make arrangements for their club to sponsor a meet, to contact him for further discussion. He can be reached at: Carlos Iribe, P.O. Box 2579, San Ysidro, Calif. Write to him in English as he is completely bi-lingual.

In this writer's opinion the Autodromo de Tijuana has expended every effort to build a racing plant with professional-type facilities that will attract a multitude of fans, and where every effort is made to please the riders and cater to their whims. Without exception, everyone who participated in the opening of the speedway, plans on returning for the next event. The feeling was unanimous that the riders never had it so good!

(Results on page 16)

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RESULTS

MT. GARFIELD CLASS A NAT'L. CHAMPIONSHIP HILLCLIMB
Muskegon, Mich., Sun., Aug. 4, 1968

45 CUBIC INCH AMATEUR EVENT

1. Jack Taylor, Muskegon, Mich.	Snell Spc.	7.92 Sec.
2. Doyle Disbennett, Columbus, O.	BSA	8.09
3. James Corbett, Spring Lake, Mich.	H-D	8.52
4. Jim Thompson, Laurelville, Ohio	BSA	8.67
5. Williard Woods, Covert, Mich.	Ind	9.33
6. John Washburn, Flint, Mich.	Ind	9.65
7. John Williams, Ontario, Canada	H-D	9.82
8. Larry Smith, Goshen, Indiana	Ind	10.05
9. Larry Huber, Millersburg, Ind.	Ind	10.22
10. Eldon Dull, Cedar Rapids, Iowa	H-D	10.22
11. Phil Franz, Cleveland, Ohio	H-D	10.83
12. William Uher, Muskegon, Mich.	H-D	10.90
13. Jack Turner, Muskegon, Mich.	H-D	11.91
14. Terry Morthland, York, Penn.	Tri	12.45
15. Richard Rice, Northampton, Pa.	H-D	262 ft.

74 CUBIC INCH EXPERT EVENT

1. Earl Bowlby, Logan, Ohio	BSA	7.87 Sec.
2. Louis Cerencer, Elkhart, Ind.	H-D	8.06
3. James Snall, Muskegon, Mich.	Snell Spc.	8.35
4. Joseph Hemmis, Cumberland, Md.	Tri	8.58
5. Ivan Fairfield, Muskegon, Mich.	Tri	8.67
6. Earl Buck, Hazel Park, Mich.	BSA	9.41
7. Beese Wendt, York, Pa.	Vin	9.52
8. R.T. Nealen, Bedord Hts., Ohio	Ind	9.68
9. K. Hatton, Ontario, Canada	BSA	10.39
10. G. Mitzel, York, Pa.	Ind	11.11
11. Duane Nelen, Northfield, Ohio	Tri	11.12
12. Larry Franz, Cleveland, Ohio	H-D	11.77
13. Jack Kessler, York, Pa.	BSA	18.59
14. Roger Kaler, Hazel Park, Mich.	Tri	100 ft.

NEVADA STATE CHAMPIONSHIP HARE SCRAMBLES
Las Vegas, Nev., Sun. Aug. 12, 1968

By Dick Wright

1. Mike Patrick	Op E	Nor
2. Harold Mortensen	Op E	Tri
3. Casey Folk	250 A	Hus
4. Terry Tracy	250 A	Gre
5. Tom Scales	500 N	Hus
6. Bill Johnson	Op A	Tri
7. Ed Farrell	Op E	Tri
8. Dennis Torgerson	250 E	Hus
9. Martin DeVries	500 N	Hus
10. Harry Lowrie	250 A	Hus
11. Gil Voyda	Op E	Tri
12. J. Roberts	250 N	Hus
13. Ken Cameron	250 A	Pen
14. Marshall Carey	250 N	Gre
15. Grant Thornton	250 N	Gre
16. Ernie Nogosek	Op N	Tri
17. Frank Cochrane	250 A	C-Z
18. Marvin Schafer	Op N	Tri
19. Ed Wright	Op A	Tri
20. Gerald Blackford	500 N	Gre

TRAIL BIKES

1. Jack Morgan	Ex	Hod
2. Terry Clark	Am	Hod
3. Jim Sumners	Am	Hod
4. Geroni Johnson	Ex	Hod
5. Dave Aldana	Am	Suz
6. Robert Duncan	Am	Sac
7. Eddie Crowell	Ex	Hod
8. Jeff Wright	Am	Hod
9. Gail Evans	Ex	Yam

CYCLELAND SHORT TRACK
Chico, Cal., Sat., Aug. 3, 1968

By Carolyn B. Richards

100cc HANDICAP MAIN

1. Walton Burris	M-B
2. Bill Strange	M-B
3. Dennis Mayhew	Hon

200cc HANDICAP MAIN

1. Mike Rockwell	Yam
2. Ted Bare	Hon
3. Dave Jensen	Hon

250cc HANDICAP MAIN

1. Mike Corcoran	Bul
2. Manfred Heyrend	Yam
3. Ray Vatne	H-D

SCRATCH RACES

100cc: Ron Long	Bri
200cc: Dick Turner	Hon
250cc: Mike Corcoran	Bul

BEGINNERS RACES

100cc: Walton Burris	M-B
200cc: Jerry Spain	Oss
250cc: Larry Craig	Hus

LODI CYCLE BOWL
Lodi, Cal., Fri., July 26, 1968

By Babs Chase

LIGHTWEIGHT	
Mike Robinson	Hus
HEAVYWEIGHT	
Harry Dring	BSA
100cc NOVICE	
1. Ray Lanoy	Suz
2. Rick Frisk	Kaw
100cc AM./EXPERT	
1. Kenny Roberts E	Suz
1. Fred McFarland A	Suz
200cc NOVICE	
1. Dan Cowles	Bul
2. Jim Miller	Bul
200cc AMATEUR	
1. Jim Richardson	Hon
2. Jim Kiser	Hon
250cc NOVICE	
1. Karl Triest	Bul
2. Mike Wolfkamp	Kaw
250cc AMATEUR	
1. Mike Robinson	Hus
2. Fred Bush	Bul
250cc EXPERT	
1. Paul Johnson	Suz
2. Keith Carlson	Bul
350cc NOVICE	
1. Rick Graves	BSA
2. Robert Code	Hon
50cc NOVICE	
1. Jay Grilli	Bul
2. James Jacobson	Tri
500cc AMATEUR	
1. Leonard Page	Tri
2. Jim Richardson	Hon
500cc EXPERT	
1. Cliff Aksland	Bul
2. Leland Barnes	Tri
650cc NOVICE	
1. Jeff Hammond	Tri
2. Bob Bruhn	Tri
650cc AMATEUR	
1. Jim Brooks	BSA
2. Wheeler Gresham	BSA
650cc EXPERT	
1. Lance Anderson	BSA
2. Fred Sumrall	Tri

LIONS DRAG RESULTS
Sun., Aug. 11, 1968

TOP BIKE:		
Bob Ebeling	Tri	10.67–134.55
RUNNER UP:		
Moulders & Reese	Nor	11.88–111.80
STOCK STREET:		
A – Richardson	H-D	12.68–104.89
B – Malland	Nor	13.49– 98.36
C – Sommers	Suz	12.82–102.80
D – Middleton	Yam	13.81– 95.64
F – Sinclair	Kaw	20.74– 61.94
MODIFIED:		
A – Al Sherwin	H-D	13.00–100.00
B – Joy Houston	Tri	13.28– 97.00
C – Hewitt	Tri	14.17– 90.81
D – Cash	Suz	– –
E – Linn	Suz	13.08– 98.90
F – Burnett	Yam	17.37– 75.18
GAS:		
D – Leonard	Hon	13.32– 94.26
F – Valasco	Bri	14.00– 88.93

IRWINDALE DRAG RESULTS
Sat., Aug. 10, 1968

TOP BIKE:		
Bob Braverman	Yam	10.57–130.00
TOP ELIMINATOR:		
Gregory Peck	Hon	– –

WHITEMAN CLASS A SPEEDWAY
Pacoima, Cal., Sat., Aug. 10, 1968

By John A. Grout

FOUR FASTEST	
John Hateley	14.03 JAP
Sammy Tanner	14.04 JAP
Shorty Seabourne	14.06 JAP
Elliott Schultz	14.06 JAP
TROPHY DASH	
Elliott Schultz	JAP
Jack O'Brien	Eso
Sammy Tanner	JAP
Bruce Haserot	Eso
Time: 58.7	
"C" MAIN EVENT	
Stu Morley	JAP
Jim Doron	JAP
Lee Stumpenhaus	Eso
Steve Scott	Eso
Time: 1:01.5	
"B" MAIN EVENT	
Sonny Nutter	JAP
Jon Thomas	Eso
Chuck Jones	JAP
DeWayne Keeter	–
Time: 1:01.6	
"A" MAIN EVENT	
Jack O'Brien	Eso
Elliott Schultz	JAP
Sammy Tanner	JAP
Bruce Haserot	Eso
Time: 59.3	

ASCOT HALF-MILE
Gardena, Cal., Fri., Aug. 9, 1968

By Carol Sims

15-LAP EXP. MAIN EVENT

1. DeWayne Keeter	BSA
2. Mel Lacher	H-D
3. Sammy Tanner	R-E
4. Ralph White	BSA
5. Shorty Seabourne	BSA
6. Phil Todd	BSA
7. Chuck Jones	BSA
8. Paul Conserriere	H-D
9. Alex Yerkes	BSA
10. Clyde Litch	Tri*

Time: 5:56.57 *Did Not Finish

10-LAP AM. MAIN EVENT

1. Don Harms	H-D
2. Tom Rockwood	Tri
3. Bill Cody	H-D
4. Alex Chinowski	BSA
5. Steve Pederson	Vel
6. Reg Chosney	BSA
7. Dave Smith	Tri
8. Ted Yoder	BSA

Time: 4:02.74

8-LAP NOV. MAIN EVENT

1. Terry Donaher	Yam
2. Randy Smith	Suz
3. Don Castro	Kaw
4. Don Dudek	Yam
5. Dave Stroman	H-D
6. Tom Sherman	H-D
7. Jim West	Bul
8. Dick Bullock	Yam
9. Milo Walz	Hon
10. Jim Dauk	Yam

Time: 3:21.10

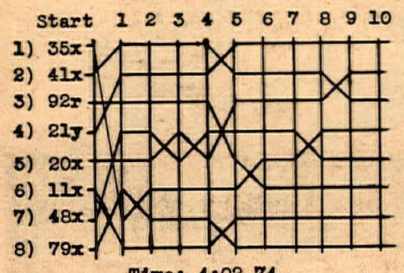
3-LAP EXP. TROPHY DASH

1. Mel Lacher	H-D
2. DeWayne Keeter	BSA
3. Clyde Litch	Tri
4. Alex Chinowski	BSA

Time: 1:12.43

LAP CHARTS by Carol Sims

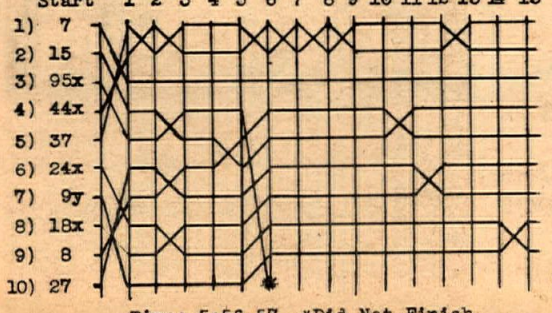
10-LAP ASCOT AMATEUR MAIN EVENT



1) 21y Don Harms (H-D)
2) 20x Tom Rockwood (Tri)
3) 41x Bill Cody (H-D)
4) 35x Alex Chinowski (BSA)
5) 48x Steve Pederson (Velo)
6) 92r Reg Chosney (BSA)
7) 11x Dave Smith (Tri)
8) 79x Ted Yoder (BSA)

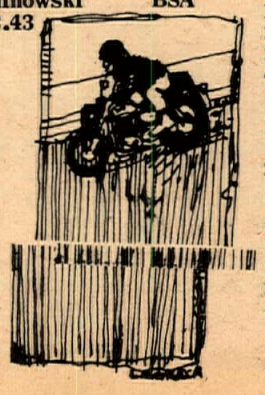
Time: 4:02.74

15-LAP ASCOT EXPERT MAIN EVENT



1) 44x DeWayne Keeter (BSA)
2) 37 Mel Lacher (H-D)
3) 7 Sammy Tanner (R.E.)
4) 15 Ralph White (BSA)
5) 8 Shorty Seabourne (BSA)
6) 18x Phil Todd (BSA)
7) 27 Chuck Jones (BSA)
8) 9y Paul Conserriere (H-D)
9) 24x Alex Yerkes (BSA)
10) 95x Clyde Litch (Tri) *

Time: 5:56.57 *Did Not Finish



AFM PROFESSIONAL ROAD RACE
Orange Co. Int'l Raceway, Cal. Sun., Aug. 4, 1968

50cc GP–LTWT. PROD.

50cc GP

1. Tony Nicosia	Suz
2. Mike Lane	Vam
3. Sid Chambers	Vam
4. Rod Schmidt	Vam

100cc PROD.

1. Stan Smith	Bri
2. Pat Evans	Yam
3. Terry Nelson	Yam

175cc PROD.

1. Don Van Veen	Hon

200cc PROD.

1. Rodger Wood	Bri
2. Chris Moore	Bri
3. Mike Cornell	Yam

Time: 13:49.08

100cc-125cc-175cc GP

100cc

Dave Scott	Yam
Mike Bruso	Bri
Roy Nakamoto	Yam

125cc

1. Oswald Auer	Yam
2. Jim Miller	Kaw
3. Steve Knight	Bul

175cc

1. Dave Allee	Hon
2. Rich Stuelke	Hon
3. Ron Phillips	Oss
4. Norm Rille	Ang
5. Larry Williford	Duc

Time: 17:31.00

250cc PROD.

1. Gary Fiechtner	Suz
2. Barry Wenn	Duc
3. L. Wakatsak	Suz
4. James St. Roix	Duc

350cc

1. Hurley Wilvert	Bri
2. Rick Sherer	Hon
3. Mike Lane	Yam
4. Dave Doerschuk	Hon

500cc

1. Dick Kilgroe	Hon
2. Frank Ambrosi	Vel

1000cc

1. George Kerker	Nor
2. John Manning	Tri
3. Tom Lieberman	H-D

Time: 15:33.09

SIDECAR 1300cc (8 Laps)

1. R. Pridmore/E. Caesar	Tri
2. D. Bingham/E. Wade	H-D
3. B. Bakker/B. Bender	BSA
4. Oswald Auer/?	Yam
5. Jerry Person/?	Tri

Time: 11:47.03

250cc GP (12 Laps)

1. Dave Scott	Yam
2. Steve McLaughlin	Yam
3. Don Emde	Suz
4. Bruce Tozier	Yam
5. Jack Simmons	Yam
6. Tony Murphy	Yam
7. Terry Kiraly	Kaw
8. Ernie Caesar	Gre
9. Kelly Evans	Yam
10. Tom Finlay	Yam

Time: 14:56.08

350cc-500cc-1000cc GP

350cc

1. John Buckner	Yam
2. Tom White	Hon
3. Bob Bender	AJS
4. Dave Blancett	Hon
5. Hurley Wilvert	Bri
6. James Chen	Hon

500cc

1. Reg Pridmore	Nor
2. Mike Kohn	Vel
3. Dick Kilgroe	Hon

1000cc

1. Phil Makanna	Nor
2. Roland Pagan	Tri
3. Frank Ambrosi	BSA
4. Tom Lieberman	H-D

Time: 14:51.08

TROJAN RACEWAY CLASS A SPEEDWAY
So. Gate, Cal., Sun., Aug. 11, 1968

By Mike Capalite

TROPHY DASH	
1. Sammy Tanner	JAP
2. Paul Conserriere	Jawa
3. DeWayne Keeter	JAP
4. Swede Savage	JAP
A MAIN	
1. Swede Savage	JAP
2. John Carter	Jawa
3. Elliott Schultz	Jawa
4. Sammy Tanner	JAP
B MAIN	
1. Chuck Jones	JAP
2. Sonny Nutter	JAP
3. DeWayne Keeter	JAP
4. Paul Conserriere	Jawa
C MAIN	
1. Bruce Haserot	Jawa
2. Stu Morley	JAP
3. Rick Woods	JAP
4. Tim Harris	JAP
NEW ONE-LAP RECORD	
Sammy Tanner	13.08

SAGE HOPPERS MOTO-CROSS
Encinitas, Cal., Sun., Aug. 4, 1968

By Bill Pettigrew

POWDER PUFF	
1. Carol Gooding	Hod
2. Yvonne Goodman	Hod
3. Marsha Whitten	Hod
100cc EXPERT	
1. Jack Morgan	Hod
2. Gary Bailey	Hod
3. Ed Crowell	Hod
4. Claude Henderson	–
100cc NOVICE (1)	
1. Steve Goldberg	Hod
2. Erik Crippa	Yam
3. Frank Fisher	Kaw
4. Bruce Baron	Hod
5. W.C. Hunter	Yam
100cc NOVICE (2)	
1. Mike Runyard	M-B
2. Patrick Moran	Kaw
3. Steve Bell	Hod
4. Ron Grieve	Hod
5. Jack Perrin	Hod
6. Bob Thure	Bul
100cc NOVICE (3)	
1. Ken Runyard	M-B
2. Gregory Nichols	Hod
3. Richard Nulclercy	Hod
4. Bruce Rotenber	Hod
5. Mike Lyle	Hod
6. Bill Rugtize	Hod
250cc NOVICE (1)	
1. Ross Termin	Bul
2. J.G. Rudolph	Kaw
3. Bruce Baron	Yam
4. Tom Rapp	Hus
5. Howard Markhem	Bul
250cc NOVICE (2)	
1. Curtis Smith	Yam
2. Greg Smith	CZ
3. Bob Berger	Pen
4. Brian Post	Hon
5. Mike Culwell	Hus
250cc NOVICE (3)	
1. #146	–
2. John Hancock	Hus
3. Russ Turner	Bul
4. Terry Nichols	Kaw
5. Brad Brown	Hus
250cc EXPERT (1)	
1. Lon Peterson	CZ
2. George Etheridge	Hus
3. Ed Martoney	Yam
4. Bill Friant	Oss
250cc EXPERT (2)	
1. John DeSoto	Mon
2. Lars Larson	Pen
3. Steve Hurd	Kaw
4. Gary Bailey	Pen
OPEN NOVICE	
1. Ken Renick	Hus
2. Ken Seib	CZ
3. Terry Martin	Hus
4. Clarence Willis	Met
5. Bob Goodman	Mai
500cc OPEN EXPERT	
1. Gary Bailey	Gre
2. Mark Gooding	Mai
3. Rick James	Gre
4. Don McCarley	Mon

ELSINORE RACEWAY
Elsinore, Cal., Sat., Aug. 3, 1968

By John Taylor

100 NOVICE–1st MAIN	
1. T. McKee	Hod
2. L. Bird	Yam
3. R. Aquire	–
100 NOVICE–2nd MAIN	
1. S. Hyder	Hod
2. L. Quintard	Yam
3. J. Cook	Hod
200 NOVICE MOTOS	
1. J. Graver	Bul
2. G. Mason	Oss
3. G. Riley	Bul
250 NOVICE MAIN	
1. V. Hannan	Kaw
2. L. Bochkay	Yam
3. J. Clancy	Mon
350 NOVICE MOTOS	
1. L. Bochkay	Yam
2. J. Skates	C-Z
500 NOVICE MOTOS	
1. E. Walker	Tri
2. P. Henderson	Tri
3. B. Daily	Tri
OPEN NOVICE MOTOS	
1. E. Humperdink	Tri
2. E. Walker	Tri
3. B. Barth	Tri
100 EXPERT MAIN	
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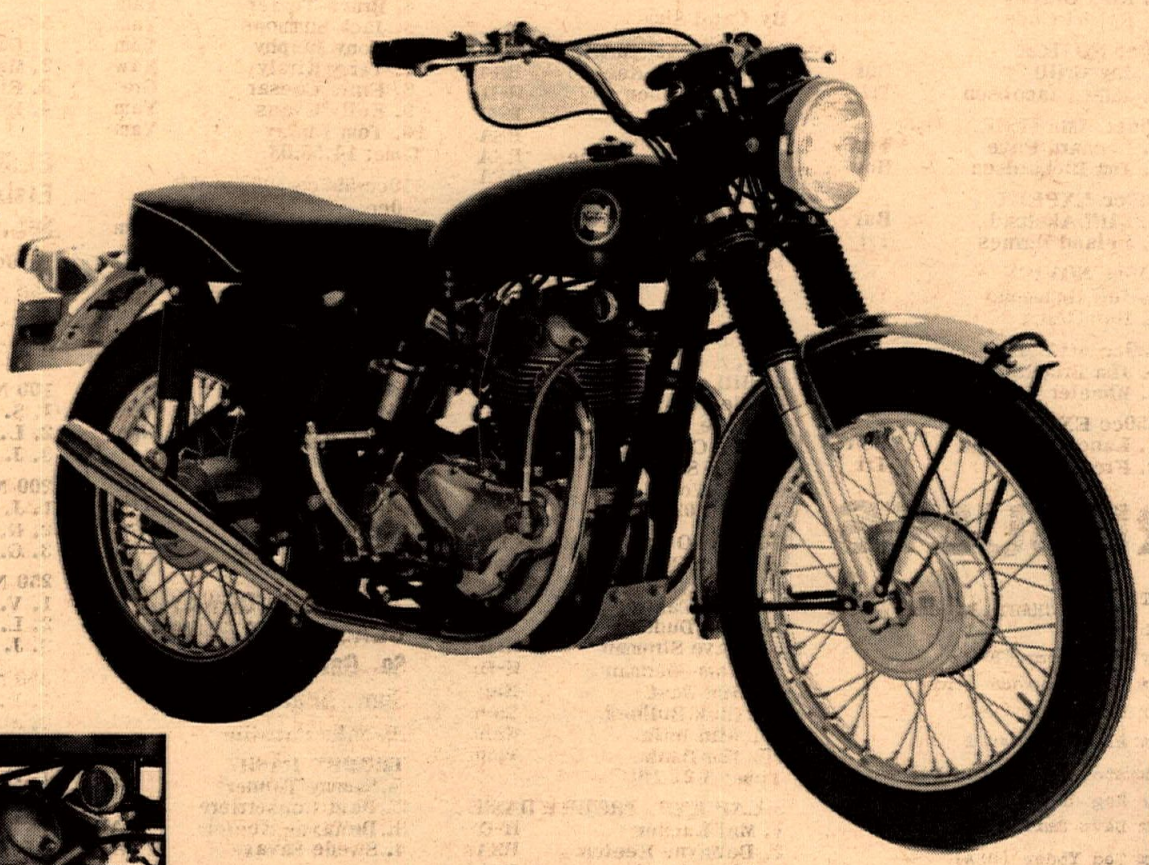

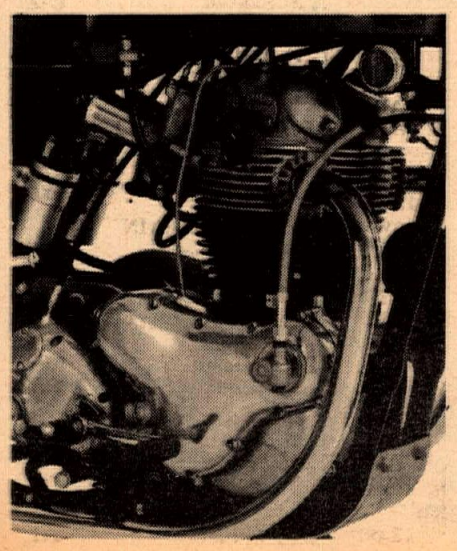

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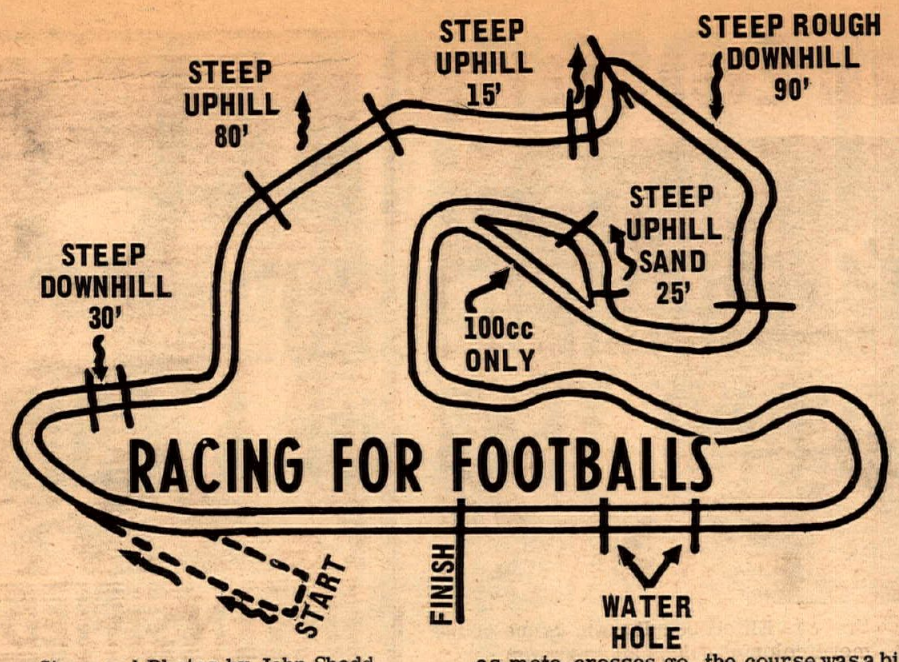

Illustration by Bob Thure

Story and Photos by John Shedd

ENCINITAS, Cal., Aug. 4 – The Sage Hoppers' Sunday afternoon moto-cross was a fund raising drive for the local Pop Warner Football League. Attendance figures were not available, but a big crowd of spectators turned out, and the list of riders was also large. The race was held on an all-new course. The one mile lay-out had its share of up and downhill sections but lacked jumps and as moto-crosses go, the course was a bit fast. One long steep uphill gave some riders problems, along with a mud hole that was quite soupy at times.

The combined Amateur-Expert classes ran first, with the Novices racing after the Expert trophy presentation. The 100cc Expert class started the day's racing, and Hodaka handler Gary Bailey led the way, followed by Tom Rapp (Hodaka), Jack Morgan (Hodaka) and Ray Vanderpool (Yamaha). It was Tom's birthday – cake and all – but Lady Luck was not on hand for the party. He went out with shifting troubles, and Morgan moved into second behind Bailey, who won the first leg.

Bailey again took the lead in the second moto but had problems and had to relinquish the lead to Amateur Rusty Burkett. Bailey regained the lead, and Morgan also managed to pass Rusty, to again finish second behind Bailey. It appeared that the final moto would be a repeat performance by Bailey, but his engine seized and put him out on the first lap. Jeff Willis took over followed by Burkett, Rapp and Morgan. Morgan worked his way up to take the win and the class trophy as well.

Lotsa 250 Experts

There were so many 250cc Experts that two separate races were run. The first moto of the first group was a Lon Peterson cakewalk. CZ-mounted, Peterson had such a big lead, he could have stopped for a nap. The second moto didn't go exactly as Lon had it planned. He had problems getting his bike started after he killed the engine and had to settle for fourth behind Husky-mounted winner George Etheridge. Lon was going strong in the last moto, but he crashed and had to come from behind to win the moto and the class.

Since District #38 says that everything from a 101cc to a 250cc rides in one class, Lars Larson and Gary Bailey, each riding a 125cc Penton, were spotted a few bike lengths on the start. The Penton team of Larson and Bailey, sponsored by Torsten Hallman Racing, Inc., were off in a flash, with a pack of 250's on their trail, led by Montesa's John De Soto. It was unbelievable! The two Pentons were really flying, and only DeSoto was close enough to challenge. Finally, DeSoto pulled Bailey and set his sights on Larson.

Gary Bailey on his new prototype 360cc Greeves wheelies to the delight of the crowd.

DeSoto Does It

Lars gave him a run for his money, but DeSoto finally took over from the little bike that doesn't know it's little. Kawasaki-mounted, Steve Hurd worked his way up to take over third from Bailey, and they finished in that order. The second moto was a repeat of the first, with the first four finishers the same. This time DeSoto took over the lead sooner, but Larson was still a persistent second.

Yes, Virginia, there really is a mudhole at Encinitas.

Penton distributor Lars Larson demonstrates his wares in action.

Even though DeSoto was in front, the little 125 was breathing down his neck all the way. In the last leg, Larson and Bailey were out in front again, with De Soto again moving up to take over. He won the moto and the class, but a pair of Penton riders who finished second and fourth overall did a tremendous job.

Gene Fetty (Greeves) led away from the line the 500cc Expert class followed by Don McCarley (Montesa) and Greeves ace, Gary (Iron Man) Bailey, who rode three classes – 15 motos or 75 laps – whew! Gary's only break in racing came when the extra 250cc class ran. The Iron Man took over the lead on the first leg and held it all the way to the flag. Fetty and McCarley both had trouble and Rick James (Greeves) finished second, almost half-a-lap behind. The second moto was Bailey all the way. James was again in second, and after McCarley went down, Maico mounted, Mark Gooding took over third. In the final leg, Bailey blew a primary chain while leading, and Gooding moved up to win the moto. Gary still had the most points with his two wins, and he claimed the prize.

Even if the course was a little too fast, and the straight a little too long for motocross, everybody had a blast, and the Pop Warner Football League made money to buy needed equipment. That's all that counts.

(Results on page 16)

HODAKA HODAKA HODAKA HODAKA HODAKA HODAKA HODAKA HODAKA

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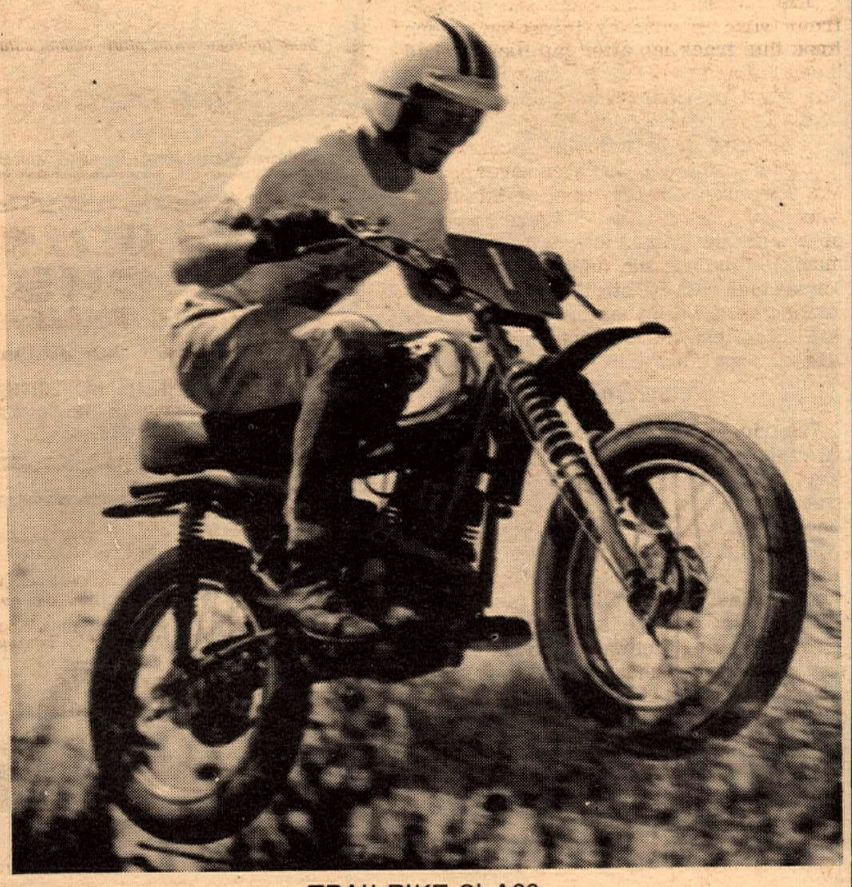

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Tanner Tops Trojan Class A; Main Event, Savage

By Mike Capalite
Photos by Dennis Greene

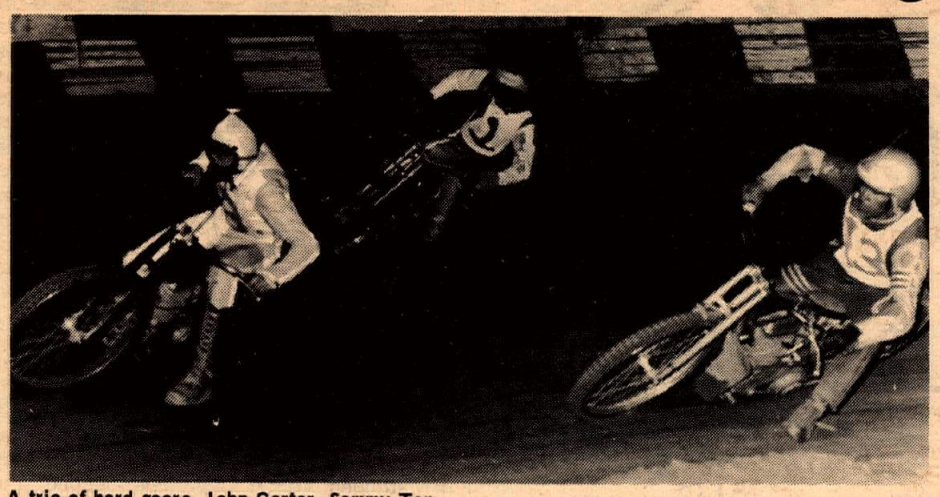
SOUTH GATE, Cal., Aug. 11 – Sammy Tanner proved to be the man to beat Sunday night as he topped the Trojan Raceway Class A time trialers with a new one-lap record of 13.08, and then came back to win all of his qualifying races and the Trophy Dash. Last week's house-cleaner, Swede Savage, was off his record-setting time of last week as he timed fifth fastest for the night. He won three of his qualifying races, fell off in one, and ran second to Sammy in his race.

One important fact about this type of speedway program is the fact that sometime in the qualifying races, each rider will compete against every other rider at least once, and Sammy and Swede put on a terrific sliding exhibition with Sammy using his famous power drives off the corners to take the checkered flag first. A disappointment to the crowd was the absence of favorite Jim Nicholson whose wild sliding style was missed by many, but he was unable to attend due to a previous committment with Uncle Sam at Fort Ord.

As the evening progressed, it was evident that the Main Events were going to be a battle between Tanner, Savage, and Elliott Schultz as Schultz was making a very impressive showing in all his races and looks to be one of the top threats. Paul Conserriere had the fastest qualifying race time at 54.47 to take the pole in the Trophy Dash with DeWayne Keeter (JAP), Sammy Tanner (JAP) and Swede Savage (JAP). Sammy was really up to par as he powered his way through the corners and down the straights in perfect smooth style. Paul Conserriere was right on his rear wheel, but unable to overtake him as Sam took the win with Keeter able to hold the third spot ahead of Savage.

Handicap Starts

The A, B, and C mains were a handicap start with the top point men in the rear so they would have to work for the win and show that they were the top men.



A trio of hard goers, John Carter, Sammy Tanner and Elliott Schultz, fight for top gold at Trojan Class A event.

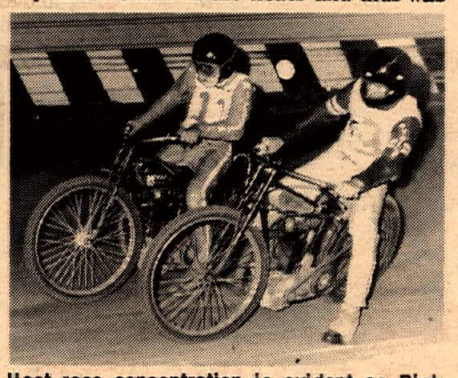
Elliott Schultz had his ups and downs in Sunday night's South Gate speedway program, still took 3rd in the "A" Main.

The C Main line-up was Tim Harris (JAP), Bruce Haserot (Jawa) Stu Morley (JAP), and Rick Woods (JAP) which was an impressive line-up in anybody's book, but the consensus of opinion was a battle between Haserot and Woods, and as the flag was dropped, it started out to be just that. Haserot and Woods were fighting it out when suddenly Stu Morley powered his way into the second slot and started giving Bruce a hard way to go, but Bruce was not about to lose it as he rode harder and harder and kept the lead to the finish line. Stu got a well-deserved second place while Woods and Harris copped third and fourth.

The B Main looked as impressive as an A Main with the line-up featuring Chuck Jones (JAP), Sonny Nutter (JAP), Paul Conserriere (Jawa) and DeWayne Keeter (JAP). This was enough to make any crowd ripple with excitement as the spectators realized that here was a top rider combination, which meant that the A Main must contain even better riders, the advantage of a true speedway program that allows the riders five chances to prove that they are the best. As the B Main got underway, it was a Jones and Nutter duel all the way that got a huge ovation from the crowd as Chuck was the winner with Sonny second. Keeter, who was out for only his second time on a speedway machine and looking real good, took third spot with Conserriere having a little trouble and finishing in the fourth place position.

Frantic Main Event

The A Main, which was to give anyone race night jitters, was a speedway foursome that would be hard to beat on anyone's track as the front line was occupied by Swede Savage (JAP), the second line of the handicap start went to John Carter (Jawa) who had made the A Main despite the fact that in his first race he was replaced by an alternate when he couldn't get his engine running and on the track in the one-minute time limit. This is one rider that you can guarantee will never let such a thing happen again, as for the next four races, he was at the pit gate with his engine running before the one-minute horn was even sounded. Next in line was Elliott Schultz who is one of the more colorful riders and a great favorite with the crowd with his hard-charging riding and excellent control. Last in the line-up was the ever-present nemesis known as Sammy Tanner who only took about two nights of this style racing to figure out how to get there the firstest and has pretty well been doing just that ever since. Except for a few times when a progressive program was run and Sammy had trouble in the heats and thus was



Heat race concentration is evident as Rick Woods and Swede Savage vie for position.

aced out of a chance for a move-up, he has been a strong contender in the A Mains.

The action in this race was present from wire to wire as these top riders took this track lap after lap like they had been riding speedway all their lives, but the front position given to Savage was a little bit too much for the other riders to overcome as he was able to command the lead all the way and was never headed. Although Carter was on his rear wheel all the way, he was never able to be a serious contender as Swede never made a mistake and John had to settle for second with Elliott taking third after fending off a bid by Sammy when Tanner slid wide, lost much ground and was unable to regain it.

Come On Out!

The riders like the program as it gave all the entries a chance to race even if they didn't qualify for the program, so even if a new rider had to sit on the fence for the night, he at least had the experience of riding in one race for a chance at some laps, which is the only way a rider can become a racer. You can't do it with one lap in time trials.

The Trojan Raceway program will be repeated next Sunday with time trials starting at 5:30 p.m. and the non-qualifier heats at 6:30. Here is some of the fastest action ever seen in motorcycle racing, so let's get out and support it before we lose it. I can safely say that if you are a cycle fan, all it will take is one race and you will be a speedway addict for sure. See you next Sunday!

(Results on page 16)

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The P.A. Sturtevant Co., Addison, Illinois manufacturer of torque wrenches, recently announced an "Express Service" repair-adjustment plan which guarantees owners of Sturtevant-made torque wrenches 10 day warranty or repair service. Under the new plan, the owner sends his torque wrench direct to the factory for the required service or repair and the company guarantees to repair or replace the wrench and have it on its way back in 10 working days. Repairs and service are handled on the basis of a flat $6.00 charge and includes general reconditioning, certification of accuracy or the changing or replacement of scales.

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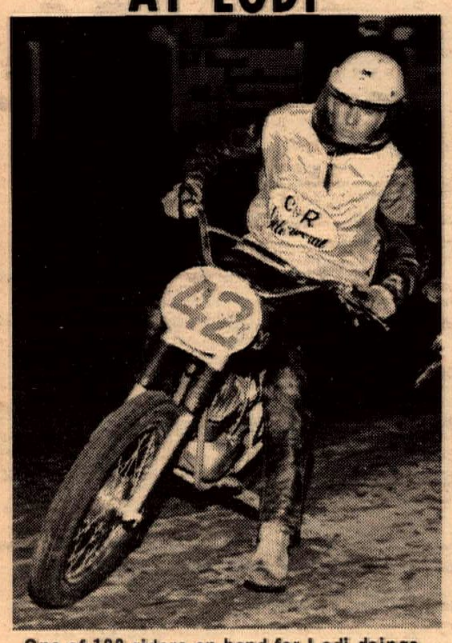
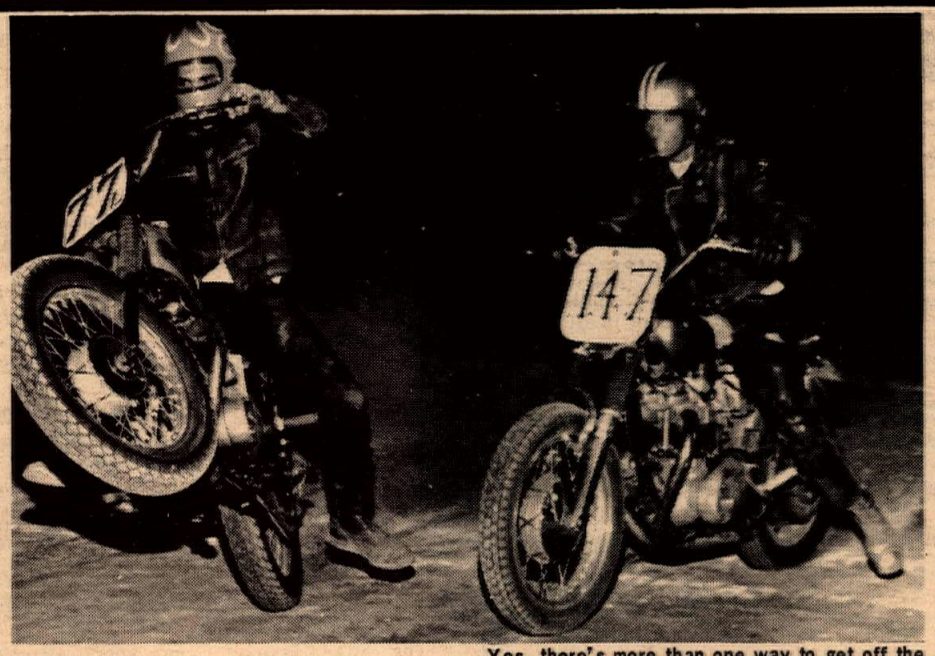
UNDER THE LIGHTS AT LODI



One of 188 riders on hand for Lodi doings.

By Babs Chase
Photos by John Ramos

LODI, Cal., July 26 – Some 1500 spectators watched as 188 riders competed in 37 events at Lodi Cycle Bowl. In the 250cc heat of Experts, they just couldn't seem to stay lined up. So with the starter's signal, it was one hand on the helmet, one hand on the throttle. District Commissioner Len Allen was there to help starter Wayne Chase enforce this.



Yes, there's more than one way to get off the line, as this pair of Lodi Cycle Bowl contestants graphically illustrate.

When the race got underway, Stan Anderson came off the line with a surge of power that gave him the lead, and lead he did. When the finish flag dropped, it was Anderson, Harry Dring and Paul Johnson. But in the Expert Main, Anderson got off to a bad start settling for a third behind Johnson and Keith Carlson. Johnson rides a Suzuki; Carlson and Anderson both compete on Bultacos.

In the 100cc Novice Main, Gary Lozano of Lodi riding a Honda, went down in the north turn. Lozano tried to get off the track and in so doing, was hit by three riders who were unable to avoid him. He was taken to the hospital with scrapes, bruises, and a broken wrist, winning the "Hard Luck" trophy for his efforts.

In the 250cc Novice event, Jerry Cochran of Stockton, Bultaco-mounted, rode a beautiful race to finish third. Karl Triest (Bultaco) took first and Mike Wolfkamp was second, riding a Kawasaki.

Tempers Flare

Jim Ferroni had to have his temper cooled by Len Allen with the threat of having his card pulled. Ferroni, who led his heat race all the way, was disqualified for missing the jump. He lost his cool after being taken off the start line of the Main Event.

250cc Amateur Mike Robinson of Modesto (Husky), took the first place trophy home, and Jim Nichols, who was second, developed engine trouble with only one lap to go and pulled off the track, giving his well-earned position to Fred Bush (Bultaco) of Oakland.

Bud Smith of Antioch rode his first Amateur race in the 500cc class and placed third. I would say a job well done, Bud. Winner Leonard Page of Richmond, was on a Triumph.

Bultaco-mounted Cliff Aksland of Manteca got first right off the line and held it all the way in the 500cc Expert, with Leland Barnes from Sacramento (Triumph) in second. When Dee Aksland was asked how she likes racing and motorcycles, she answered, "I have always liked motorcycles! My brothers have raced for 10 years."

Four Wins For Brooks

In the 650cc Amateur event, Jim Brooks of Richmond pulled in for his fourth win of the Lodi season. Wheeler Gresham of San Jose overcame his problems of the early evening, and placed second in the Main. Gresham also rides a Suzuki in the 250cc Amateur class. In the heat events, 250cc and the 650cc, Gresham tried to set a new record of "How many times can I go down without getting hurt?" I might say he was a very lucky fellow, as he took two very hard spills and walked away both times, unhurt.

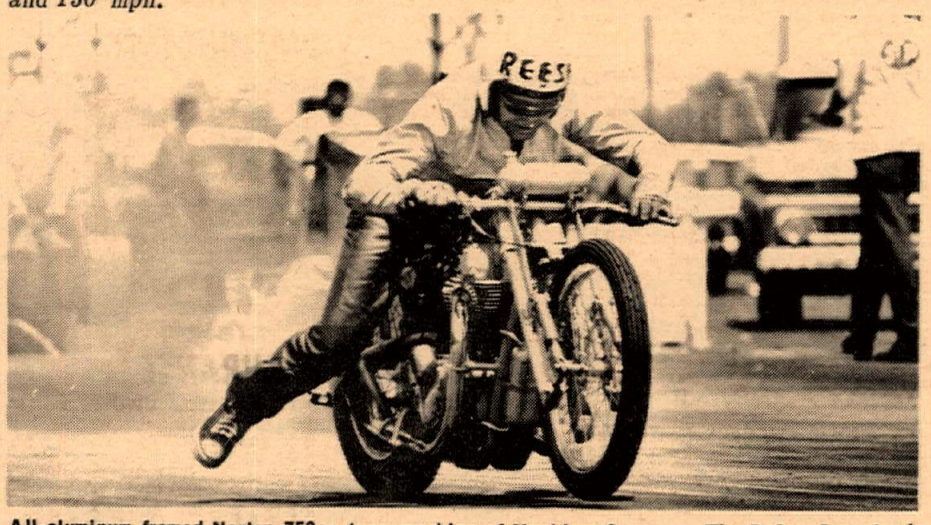
The last event of the evening proved to be very exciting and interesting. 650cc Expert Lance Anderson of Saratoga (BSA) and Fred Sumrall of Stockton (Triumph) took a good lead over the rest of the riders, and when the finish flag dropped it was Lance first, Sumrall second.

(Results on page 16)

DRAG RACING

By Bob Ebeling

Things seem to happen in succession as attests Bob Ebeling's third victory in as many weeks of top bike eliminations. Real highlights of the weekend's racing began at Irwindale, when Bob Braverman led Kawasaki's debut into drag racing, minus a stock frame, with his harnessing of two 350cc Grand Prix engines into his twin-engine frame. There is a lot of room for improvement in quarter-mile racing for those special breed powerhouses, but it wasn't needed this Saturday. Braverman was uncontested in the race for top bike, but in sprints "just for kicks," the Kawasaki turned 10.57 elapsed time and 130 mph.



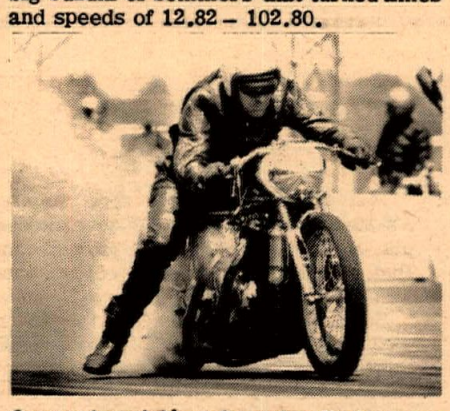
All-aluminum framed Norton 750cc team machine of Moulders & Reece. The D Gas Dragster is ridden by Reece.

Street bike racing was heads-up with one top eliminator, and all appearances pointed to Ron Knapp's 11-second Yamaha or the Murphy-Nicosia Suzuki to secure a winner's trophy. But alas, things began to happen for the quick ones. Tony Nicosia drew a red light in eliminations against a 450cc Honda and Ron Knapp fouled a plug, producing failure to fire against the same Honda.

Now don't get out your autograph book, for the name is a matter of coincidence. Gregory Peck won top eliminator! This Gregory has only made the home movie screen, but may be on his way to bigger things with a 450cc Honda that runs in the thirteen second bracket and wins top eliminator.

Lions

Many, many motorcycles, some big, some small, but all damn quick for their respective displacement, showed up at Lions. Time prevented a final elimination series in stock, gas or modified, but I will take the responsibility of guessing that Richardson's Harley-Davidson Sportster would have the honors in the stock division. Richardson set a top stock E.T. of 12.68 and cut a trail through the top end of a quarter-mile at 104.89 miles per hour. His closest contender was the big Suzuki of Sommers that turned times and speeds of 12.82 – 102.80.



George Jonovich's twin-engine Norton sponsored by American Speed Cycle competes in A Gas Dragster class.

Two of the stock entries fought hard for class trophies as Malland had to defeat five contenders in B stock, on a 750 Norton. The American Speed Cycle machine had stopped the clocks in 13.49 seconds at 98.36 miles per hour.

The second entry I have mentioned was Middleton, who faced six able adversaries in D stock. Middleton did them all in with a swift quarter-mile run of 13.81 E.T.

Modified

Al Sherwin had a lead on all of the modified pack with a best trophy-winning run of 13 seconds flat and 100 miles per hour.

Close on the heels of Sherwin's Harley Sportster was Linn's 250cc Suzuki that had to defeat Nicosia-Murphy's venomous Suzuki, to secure trophy gold. Linn's trip through a set of timing lights was done in 13.08 seconds at 98.90 miles per hour.

Gas

Quickest of the gas machines were vying for top bike eliminator and left trophy runs to the "D" class dragster of Leonard. The 350cc Honda that Leonard rode into a trophy pickup booth ran the quarter mile in 13.32 seconds at 94.26 miles per hour.

Velasco was out in final stages of preparing for Bonneville on his 175cc Bridgestone that runs the quarter in fourteen seconds flat, at 88.93 miles per hour. The current record at Bonneville is 89.361 miles per hour. Chances sure look better than good for Velasco and Bridgestone in the sprint for a new land speed record on 175cc's of displacement.

Top Eliminator

Two on gas, one on fuel made it pretty easy for Ebeling's third top bike victory.

George Jonovich and his twin-engine Norton first raced the Moulders and Reese single-engine Norton and met with defeat as Reese went by from start to finish. Jonovich was so mad he threw a chain, or maybe it was accidental.

The final race for top bike staged Reese riding the gas-burning Norton against Ebeling's Triumph and it was nip and tuck out of the hole. Needless to say, fuel produces power and the Sta-Lube Expresso expressed its way to the clocks in 10.67 seconds, at 134.55 miles per hour. The Moulders and Reese aluminum-framed machine had the electronic dials stopped at 11.88 – 111.80.

"Pit" Notes

Irwindale Raceway will continue to run bikes but the method used in eliminations will depend on the turnout.

Bonneville is but one week away and machines are being tuned to hair-line fashion for attempts at the big numbers in miles per hour.

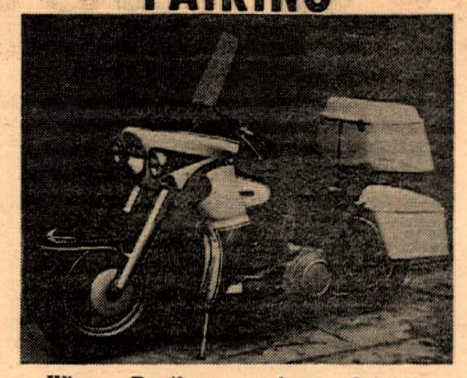
With respect given, where respect is due, Cycle News is presenting an additional award at Bonneville for 1968.

Jim Enz is not with us in an earthly race for speed but is rather looking on from a seat with the definite advantage of high altitude and fluffy white clouds for a foot stool.

Last year, Enz and his twin-engine Royal Enfield broke 190 miles per hour and without a doubt the major goal would have been 200 for this year. As I said, "In respect," a beautiful "Enz Memorial Trophy" will be awarded to the week's fastest open bike at Bonneville, Utah.

(Results on page 16)

NEW WIXOM FAIRING



Wixom Brothers, makers of fairings for the factory Harley-Davidson racers, including Cal Rayborn's Daytona 200-winning mount, recently introduced the Ranger 74 Legshield Fairing, which continues the expansion of the Wixom Bros. Company product line, according to Dean Wixom, president of the company.

The Ranger 74 Legshield Fairing is designed for year-around use, except for extreme summer temperatures, to be used in conjunction with windshield fairings. Engineering innovations incorporated include neoprene panels, which permit full turning radius.

Dealer inquiries are invited and the company address for further information is: Wixom Bros. Co., 1955-57 Temple Ave., Long Beach, Calif 90804, phone (213) 433-7409.

CRASH TIME AT CYCLELAND

By Carolyn B. Richards

CHICO, Cal., Aug. 3 – Three Oroville racers, none of whom made the winners' circle, limped away from a spectacular crash Saturday night at Cycleland Speedway in an "act" that was one of the highlights of the weekly flattrack events.

Starring in the performance were Gene Frieze, Mainer Richards and Steven Goff. Frieze and Goff are both Kawasaki riders and Richards rides a Hodaka for Drake's Auto Supply.

On the second lap of the first 100cc handicap heat, Frieze took two riders on the inside, but as he came out of the corner he was going too fast to stay up.

When Frieze slid out, Richards was riding on the outside and he had no choice but to hit Frieze or his cycle. He chose the cycle – and went flying through the air in a double somersault to land flat on his back several yards down the straightaway.

He Flies Through The Air

While Richards was still playing daring-young-man-on-the-flying-trapeze, Goff found himself in a worse dilemma. He had nowhere to go, so his machine's front wheel hit Frieze's helmet. After untangling the machines, Richards had the only one that was still working.

Another crash, with no one being hurt, occurred in the 250cc Handicap Main when the Harley-Davidson Ray Vatne was riding died on the straightaway. Mike Corcoran of North Highlands, consistent Cycleland winner, hit Vatne and both riders went down.

After the re-start, Corcoran won first place on his Bultaco and Vatne, third. In between was Manfred Heyrend, Oroville, who took second place brass on his Yamaha.

Participating this week in the 21 events with the 38 other riders was Gus Lauer of Grass Valley, number 2y. During intermission, Lauer and Corcoran had a four-lap match race, which Lauer won.

The visiting rider, holder of 758 trophies, said the greatest number he ever won in one day was back in 1954 at a Marysville field meet. He won 12 firsts in the 13 events.

(Results on page 16)

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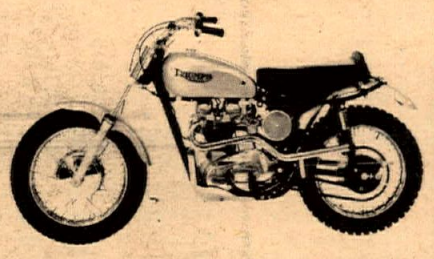

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Motorscooters, mini-bikes and motorcycles. Going business, must sell, doctor's orders. Scooterville, P.O. Box N, c/o Cycle News, P.O. Box 698, Long Beach, Calif. 90805.

1968 BULTCO 100cc $400.00. Phone: (213) 638-9873, 2 mos. old.

FOR SALE: 1967 Montesa Scorpion 250cc excellent scramble bike, only 3 mos. use. Call Marge Newsom (213) 273-6990 days and (213) 395-9431 nights. Santa Monica.

TD1B – SET UP by Tony Murphy. Immaculate condition and race ready – new Dunlop R.R. tires, Wixom fairing $495.00. FOB Yukon. Major Dist. Co., Box 7, Yukon, Okla. 73099. Phone: (405) 354-3303.

1966 B.S.A. – LIGHTNING
650cc, super clean, excel. cond. Must sell, make offer. (213) 645-7294 after 6 p.m.

SALE ON HUSQVARNAS
While they last: 1968 moto-x machines; new 250cc–$950.00. New 360cc–$1,075.00 Tracy's, 515 S. Victory, Burbank, Calif. (213) 843-0926.

'63 TRIUMPH 650cc unit, complete desert ready, tires, sprocket, skid plate, Tuckins, Bates seat, small tank, Hellings bars. Must see $500.00. (213) 370-7645.

VINCENT PARTS new & used. (213) 830-5330.

TRIUMPH RIGID GEAR BOXES. WHILE THEY LAST $39.95 BUD EKINS, 14460 Ventura, Sherman Oaks (213) 788-2251 or (213) 872-2110.

'68-1/2 GREEVES MX5B springer, 2 months old $795.00. (213) 670-6347.

1967 360cc HUSQVARNA
Just like new. Lots of extras. Less than 500 miles. Call (213) 834-2766 after 7.

COMPETITION HELMETS. Fully approved. Regular $34.00 – now only $16.80 (714) 774-0905.

4.00 X 18 KNOBBIES
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'64 BSA 250cc
2 months since compl. O'haul of engine & clutch. Must see to appreciate $350. Phone (213) 384-9022. 3333 W. 4th St., #309 (LA)

1965 BUL SHERPA 30 h.p., fast & fine new Telesco suspension, new bars, grips, clutch & cables, new 1/2 turn throttle; plus 30 amal carb, brand new paint $425. (213) 321-2591.

'66-1/2 PUR SANG – Fresh, fast, custom fiberglass $550.00. (714) 496-2815.

YAMAHA 80 desert bike. Complete eng. rebuild, tuned exhaust, eng. rebuilt for racing, improved suspension, street extras, clean $200.00. Call (213) 698-2771 after 6 p.m.

WOULD YOU BELIEVE!!!
Flywheel truing lathes – $30.00 net, cash and carry. First come first serve. Will work on all 2 and 4 stroke machines. Sammy Pierce, 922 S. San Gabriel Blvd., San Gabriel, Cal. (213) 286-2550.

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Speaks for YOU. Wherever your rights are involved. All it takes is $5.00 to JOIN U.M.E. Box 1154, Reseda, Calif. 91335.

1 H-D SHOP FOREMAN
1 H-D Mechanic needed for progressive shop in So. Cal. Top wages, vacation pay, group insurance, uniform furnished, etc. Contact H-D in Pomona, 1241 W. Holt, (714) 622-5417

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Covers all models, including 360cc, discuss porting port alignment, 5 porting 7 porting, reed plates, cutting pistions, timing by light, general tune up, shifting problems and remedy, Clutch heat treating, glass peening, etc. Send $3.00 to: Morgan Engineering P.O. Box 2774 Fullerton, Ca. 92633

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1968 MAICO 360. Only four months old. Better than new condition. I have no time to ride. $800 buys. (213) 963-2066.

1965 BSA LIGHTNING 650 $675, excellent condition. Torrance (213) 371-9872.

HUSQVARNA SUMMER CLEARANCE SALE
1968 250cc moto-x machine $950.00. 1968 360cc new moto-x mach. $1,075.00. While they last. Mission Hills Motorcycle Sales, 8730 Sepulveda Blvd., Sepulveda, Calif. (213) 785-4289.

FOR SALE TRIUMPH 500cc
Gas Drag Bike with trailers & many, many spares $250.00. (213) 835-5881 or (213) DA 6-9030 after 6 p.m.

TRADE: My Lucas racing mag for Dyno-mag fit '56 Gold Star – Good working cond. or purchase. (805) 832-7149.

FOR SALE – Kawasaki C120TR (1967) extended forks, Ceriani rear shocks $300, (213) 430-7959.

FOR SALE: Sachs 1968 with 100cc five speed Hodaka eng. installed (Fast) $500. (714) 529-5603.

SALESMAN WANTED
Exper. desired, top money for top man, great opportunity. Contact: Harry at Milne Bros. (213) 793-5153 in the Pasadena area.

FOR SALE: 1968 Bultaco Campera set up for dirt. Contact Wayne McDonald, No. Hollywood. (213) 980-3963 evenings.

LEADING CYCLE DEALER NEEDS HELP!
Immediate opening with leading m/c dealer for parts man, mechanics, salesmen, etc. Excellent pay & co. benefits. Diversified Co. – you learn three business in one job. Clean, smog free area. Thrifty Lad Honda, 2411 Lincoln, Santa Monica, Cal. 90405.

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CHERRY IDEA

Would you believe one-day service? Bob Bailey Service Center, 17124 So. Western Ave., Bldg. 6, Gardena, Cal. (213) 327-8538. Call for appointment.

FOR SALE: '66 Tri 650cc TR6SC. (714) 826-2122 $600.00. 9080 Bloomfield #48, Cypress, Calif.

"BETTER SEE BERT"

AS GENERAL CUSTER said when he was surrounded, "Where in the 'H' did all these Indians come from?" – Sammy Pierce.

TRADE: 1967, 100cc Moto-Beta in good condition, set up for dirt, for 250cc Scrambler, any year, in good to fair cond. Call: Dave Smith, days at (213) 634-8080, Eves. at (714) 524-3350.

26 OLD RESTORABLE Indians, your choice for $195.00. Hurry! Hurry! Hurry! Sammy Pierce, 933 So. San Gabriel Blvd., San Gabriel, Cal. (213) 286-2550 or (213) 283-1310.

YAMAHA TD-1B Roadracer–Goodyears, spare parts, and leathers – make offer. (714) 871-9526.

TRADE: '65 Montesa 175cc set up for dirt: for 3 rail bike trailer. Call (408) 371-0572.

FOR SALE: 1961 Lilac – Shaft Drive Machine. Perfect cond., 4,500 mi. $345. Orange Honda, 2020 W. Chapman, Orange, Cal. (714) 633-7344.

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You about going riding – buy her a rabbit and take her along. New '68 Rabbit motorscooters 90cc, 3 speed, electric starter, 15 inch wheels $249.00 – 100% financing. Phone: (714) 830-2604.

3 "A" SUPER McCULLOCH engines, hydraulic disc brakes, many extras $395. or will trade for dirt bike. (213) 336-1109.

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FOR SALE – 1963 BMW R-695 – Perfect cond. $825.00. Orange Honda, 2020 W. Chapman, Orange, Cal. (714) 633-7344.

HAVE FUN GALORE on an Indian Chopper '74. We build 'em like you want 'em. Sammy Pierce, 933 So. San Gabriel Blvd., San Gabriel, Cal. (213) 286-2550 or (213) 283-1310.

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Experienced Honda parts man wanted. Good pay, fringe benefits, opportunity for advancement. Call Honda del Ray (213) 391-1217.

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We have enough Indian parts to keep all the Indians in the world running for 2,000 years. Sammy Pierce, 933 S. San Gabriel Blvd., San Gabriel, Cal. (213) 286-2550 or (213) 283-1310.

'65-1/2 HONDA S90, street/trail, Bates seat, hi exhaust, skid plate, chrome, other extras, never abused $195. Wanted–Bultaco PurSang in very good condition. (714) 377-6731 days, (213) 334-8330 weekends. Steve.

NEW 1968 KAWASAKI 120 trail $350.00. (714) 830-2604.

1967 BSA VICTOR, Ceriani front end and rear shocks, Filtron air-cleaner, like new, never raced $650.00. (714) 830-2604

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Experience necessary, Shell Motors, (213) 638-4864 or (213) 564-2533. 3365 Century Blvd., Lynwood, Calif. 90262.

'67 MAICO 360cc Moto-Cross or desert in super neat shape $600.00. Call after 6 p.m. (213) 980-4352.

'67 GREEVES MX3 sharp. Dual ignition, third port, compression release, concentric carburetor, skid plate $650.00. (213) 427-5880.

HARLEY-DAVIDSON FLATTRACKER

1966 CRTT 5-speed, ready to ride and win. Call John (415) 687-2924 Concord, California. $600.00 or best offer.

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250 BULTACO ready for Ascot, T.T. or flattrack, extra wheels. Trade for Triumph street or desert or $700.00. (213) 338-6513.

'68 MOTO BETA, 15 hrs., on bike, never raced $425. (714) 527-3057.

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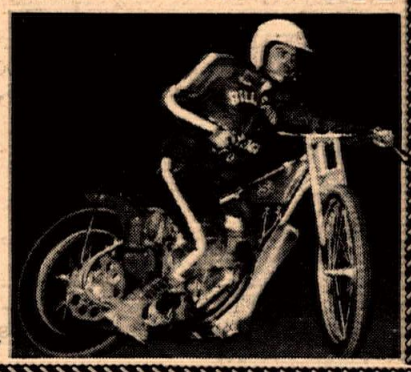

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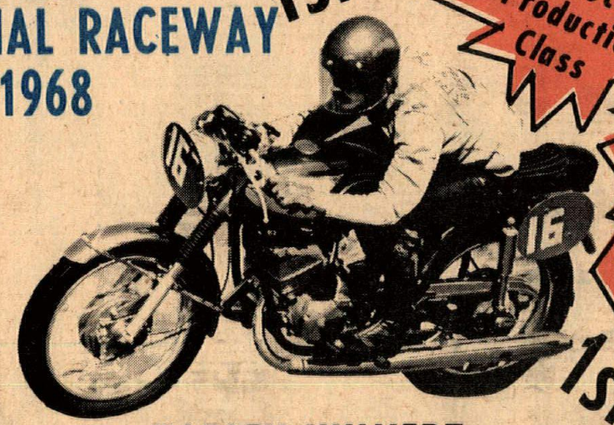

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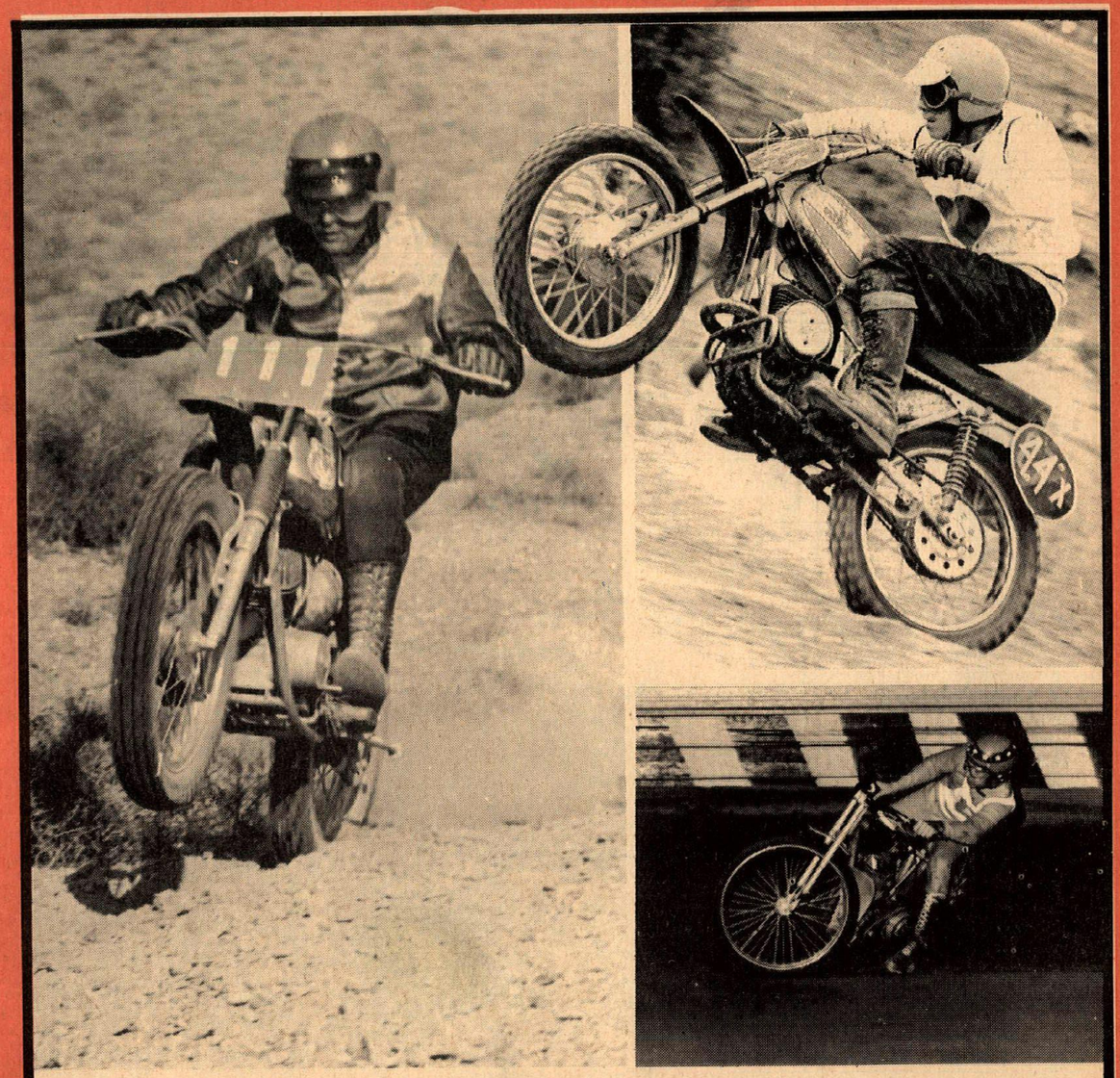

Nevada State Championship Hare Scrambles, Speedway racing, and moto-cross action are covered in this issue with complete stories, photos, and results.